

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,
ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXII., No. 51.]

SATURDAY, DECEMBER 22, 1866.

[WHOLE No. 1,601, Vol. XXXIX.

Mr. FREDERIC ALGAR, No. 11 Clements Lane
Leicester Street, London, is the authorized European Agent
for the Journal.

PRINCIPAL CONTENTS.

Columbus and Indianapolis Central R. R.	1209
New York Central Railroad	1209
Baltimore and Ohio Railroad	1211
Reading and Lehigh Valley Coal Tonnage	1212
Imports of Dry Goods	1213
Commerce of New York	1213
Western Maryland Railroad	1213
Tide-Water Receipts	1213
Stock Exchange and Money Market	1225
Iowa Railroads	1227
Tuhsatepec Railroad	1227
Railroad Earnings	1217, 1228
Railway Statutes of New York	1228
Ohio—Property and Taxation	1230

American Railroad Journal.

New York, Saturday, December 22, 1866.

Columbus and Indianapolis Central Railroad.

The following gentlemen have been elected directors of this company for the ensuing year: B. E. Smith, and Hon. Wm. Dennison, of Columbus; John Gardner, Norwalk, O.; S. R. Hilliard, Delaware, O.; Hon. John S. Newman, Indianapolis; Hon. J. F. Thomas, Philadelphia, and J. T. Seeley, Wm. B. Thompson and Joseph Tuckerman, of New York. The officers are: B. E. Smith, President; G. Moodier, Secretary; J. M. Lunt, Superintendent; J. Alexander, Treasurer; W. F. Doggett, Auditor; C. W. Smith, General Freight Agent, and F. Chandler, General Ticket Agent.

Financially, the Columbus and Indianapolis Central Railway Company is in excellent condition, having been enabled during the past summer to make a handsome dividend to stockholders, and pay off on the first of the present month, when they became due, first mortgage bonds to the amount of \$600,000. These bonds were negotiated 15 years ago, by Winalow, Lanier & Co., of New York, for the old Indiana Central, and were liquidated by the same house.

The tonnage of this road has increased 33 per cent. since the close of the war, the passenger traffic remaining nearly the same.

The company is now interested in the construction of two branch lines, one from Union City to Logansport, and one from Cambridge City to Rushville and Jeffersonville.

New York Central Railroad.

The annual statement of the operations of this company for the fiscal year ending September 30, 1866, was submitted at a meeting of the stockholders held at Albany on the 12th inst. The following is an abstract:

EARNINGS AND RECEIPTS.

From through passengers	\$1,407,254 88
“ way	2,952,994 19
“ through freight	6,050,535 15
“ way	3,462,184 51
“ mail transportation	95,790 00
“ express	159,200 00
“ rents, storage, etc.	468,827 45

Total.....\$14,696,785 68

PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, viz:

For passenger business	\$4,143,312 30
“ freight	6,370,128 94
	\$11,013,441 23

For interest, including interest on Debt Certificates held for the sinking fund.....\$1,049,995 85

For sinking funds.....112,102 38

For rent of Niagara Bridge and Canandaigua Railroad.. 60,000 00

For U. S. tax on earnings.....322,232 00

1,544,330 23

For dividends, viz:

No. 25, Feb., 1866, 3 per cent.....	\$739,230 00
No. 26, Aug., 1866, 3 per cent.....	739,230 00
U. S. tax on same.....	73,923 00

1,552,383 00

The transportation expenses for the year ending September 30, 1866, were 75.45 per cent. of the gross earnings for the same period.

The net earnings for the year ending September 30, 1866, were \$2,039,014 21, equal to 7.83 per cent. (and U. S. tax thereon) on the amount of the capital stock of the company.

The following is a statement in detail of the cost of operating the road and maintenance of roadway and machinery:

COST OF OPERATING THE ROAD.				Totals
Office exp., salary, etc.	Agents and clerks	Porters, watchmen, etc.	Wood and water station	
Amount.	Pass. Transp.	Frt. Transp.		
\$51,790 84	\$20,716 33	\$31,074 61		
348,471 48	140,002 03	208,469 45		
463,102 75		463,102 75		
306,696 28	122,678 61	184,017 77		
97,470 54	38,988 21	58,482 33		
298,844 89	127,106 64	171,738 25		
456,856 84	139,763 64	317,093 20		
1,893,011 21	757,204 48	1,135,806 73		
261,752 83	104,700 98	157,051 85		
123,480 12	3,093 75	120,386 37		
47,847 01	88,277 61	9,569 40		
11,867 98	4,747 19	7,120 79		
88,667 78	35,467 11	53,200 67		
300,122 29	150,048 91	144,073 38		
\$4,754,982 34	1,688,795 24	3,066,187 10		

MAINTENANCE OF ROAD AND MACHINERY.

Repairs of road, etc.	Repairs of road bed and railway, except cost of iron	Cost of road (including the cost of chains and spikes) used in repairs	Repairs of buildings	Repairs of fences & gates	Taxes on real estate	Repairs of Mot. w. k. lump.	Totals
Amount.	Pass. Transp.	Frt. Transp.					
\$1,485,999 64	\$574,399 81	\$861,599 73					
1,092,256 47	436,902 58	655,353 89					
689,962 74	275,985 09	413,977 65					
27,027 13	10,810 85	16,216 28					
387,199 44	154,879 77	232,319 67					
4,158 32	1,668 32	2,490 00					
\$3,636,603 64	1,454,641 42	2,181,962 22					
Rep. of engines & tenders	\$1,199,300 94	\$479,720 37	\$719,580 57				
Do. pass. and bag. cars	434,120 24	434,120 24					
Do. freight cars	773,346 48						
Do. tools, etc.	186,371 69	54,648 67	773,346 48				
Incidental expenses	78,715 91	31,486 36	81,823 02				
\$2,621,856 26	999,875 64	1,621,979 62					

COST OF ROAD AND EQUIPMENT.

	By last report.	To present time.
Graduation and masonry..	\$6,777,107	\$6,777,107
Bridges	808,068	808,068
Superstructure, including iron	10,523,003	10,641,003
Passenger and freight stations, buildings, etc....	1,411,521	1,411,521
Engine and car houses, machine shops, machinery and fixtures	1,310,280	1,310,280
Land, land damages and fences	4,754,113	4,852,105
Locomotives and fixtures, and snow plows	2,648,966	2,864,966
Passenger & baggage cars.	923,128	923,128
Freight and other cars	2,733,283	2,733,283
Engineering and agencies.	603,529	603,529
Construction account of the Rochester and Lake Ontario Railroad Co....	150,000	150,000
Construction account of the Buffalo and Niagara Falls Railroad Co....	658,922	658,922
Construction account of the Lewiston Railroad Co.	400,000	400,000

Totals\$33,701,920 \$34,133,911

The following is a comparative statement of funded debt and capital stock on the 30th September, 1865 and 1866:

	1865.	1866.
Debt certificates, less am't of sinking fund	\$6,690,120	\$6,450,438
Bonds payable in 1864		
Debts of the former companies outstanding	100,000	100,000
Bonds for funding the debts of the former companies	1,398,000	1,398,000
Bonds for railroad stocks..	634,000	606,000
Bonds for real estate	165,000	165,000
Bonds to Buffalo and Niagara Falls R. R. Co....	78,000	77,000
Bonds of Buffalo and Niagara Falls R. R. Co....		
Bonds and mortgages	238,323	185,365
Convertible bonds, payable in 1876	2,899,000	2,189,000
Bonds payable in 1887 (to renew bonds due in 1864)	2,925,000	2,925,000
Total am't of funded debt..	\$14,627,443	\$14,095,804
Capital stock	24,591,000	24,801,000

Total\$39,218,443 \$38,896,804

INCOME ACCOUNT.—For the year ending September 30th, 1866.

To expenses of maintaining and operating road	\$11,013,441	24
Coupons and interest	1,049,995	85
Divid'd No. 25, Feb., 1866, 3 per cent.	\$739,230	
Divid'd No. 26, Aug., 1866, 3 per cent.	739,230	
U. S. tax on same	73,923	
		1,552,383
Future income: am't of one year's contribution to debt certificate sinking fund, transferred to current income account		112,102
Rent of the Niagara Bridge and Canandaigua Railroad		60,000
U. S. tax on earnings		322,232
Balance, September 30, 1866	4,407,928	70

\$18,518,083-17

By balance, September 30, 1865..	\$3,921,297	49
Passenger receipts..	\$4,360,248	57
Freight "	9,671,919	66
Mail "	95,790	00
Miscellaneous "	468,827	45

\$14,596,785 68

\$18,518,083 17

The following is a statement of earnings from passengers, freight and all other sources, for the years ending September 30th, from 1853, to 1866, both inclusive.

	Passengers.	Freight.	Other Sources.	Total.
1853	\$2,320,669	\$1,835,572	\$122,279	\$4,787,520
1854	3,151,514	2,479,821	287,000	5,918,335
1855	3,242,229	3,189,603	181,749	6,563,581
1856	3,207,378	5,328,041	171,928	7,707,348
1857	3,147,637	4,559,276	320,339	8,027,251
1858	2,532,647	3,700,270	295,496	6,528,413
1859	2,566,370	3,337,148	297,331	6,200,849
1860	2,569,265	4,095,934	292,042	6,957,241
1861	2,315,933	4,664,449	328,660	7,309,042
1862	2,389,724	6,607,331	359,773	9,356,828
1863	2,930,341	7,498,509	468,781	10,897,631
1864	3,923,152	8,543,371	531,367	12,997,890
1865	4,521,454	8,776,027	678,043	13,975,524
1866	4,860,248	9,671,920	564,617	14,596,786
	\$40,857,892	71,451,700	4,727,126	117,036,719

BALANCE SHEET.

From General Ledger, September 30th, 1866.

Railroad and equipment	\$34,133,911	35
Cash in banks	\$21,617	88
Passenger and freight ag'ts, balances, since remitted	530,311	30
		551,929
Buffalo and State Line R. R. Co. stock	\$542,300	00
Troy Union R. R. Co. stock	75,750	00
Hudson River Bridge Co. stock and brnds.	578,300	00
Lake propeller stock ..	198,402	33
Bonds of Erie & Pittsburgh R. R. Co.	76,080	26
		1,470,832
Future income: Proportion of debt certificates, &c., chargeable to the income of the company, pursuant to the consolidation agreement, from September 30, 1866, to May 1, 1883		6,527,438
Fuel and supplies; surplus beyond \$1,000,000		1,192,948
Bills receivable	\$186,395	94
General P. O. depart..	23,947	50
Real estate (Buffalo and N. F. R. R. Co.).	32,500	00
		242,843
		\$44,119,903
Capital stock	\$24,801,000	00

Debt certificates	\$6,450,438	74
Bonds for R. R. stock	606,000	00
" real estate	165,000	00
" funding debts of old companies.	1,398,000	00
Funded debt of Sch. and Troy R. R. Co.	100,000	00
Bonds to Buffalo and Niagara Falls R.R.	77,000	00
Bonds, convertible due 1876	2,189,000	00
Bonds and mortgages	185,365	60
Bonds due 1887	2,925,000	00
		14,095,804

Unclaimed dividends..	\$7,066	60
Expenses of operating the road, paid in Oct. 388,284	03	
Coupons and interest; accrued to Sept. 30..	363,006	48
United States tax acc't.	56,813	45
		815,170
Income account; balance September 30, 1866	4,407,928	70
		\$44,119,903

The following is a detailed statement of the funded debt:

Debt certificates, or premium bonds, issued to stockholders in 1853, under the consolidation agreement, payable May 1, 1883, with interest at 6 per cent. per annum, payable semi-annually, on 1st May and November\$8,892,600 00

Deduct the amount of the sinking fund provided for their payment under the consolidation agreement, consisting of \$1,875,100 00 in said certificates duly cancelled, and amount temporarily uninvested \$567,061 26

\$6,450,438 74

Amount outstanding of the debts of the former companies, assumed under the consolidation agreement

Bonds for funding the principal of the debts assumed for the former companies, at consolidation, payable August 1st, 1876, interest at 7 per cent. per annum, payable semi-annually, on 1st of February and August

\$1,780,000

Less in sink'g f'd cancelled 382,000

Bonds to stockholders in Buffalo and Niagara Falls Railroad Company, under the lease of that Company's road, payable May 1st, 1883, interest at 6 per cent. per annum, payable semi-annually, on 1st May and November

\$110,800

Less in sink'g f'd cancelled. 33,800

Bonds for railroad stock, payable May 1st, 1883, interest at 6 per cent. per annum, payable semi-annually, on 1st May and November

\$817,000

Less in sink'g f'd cancelled. 211,000

Bonds for real estate purchased, payable May 1st, 1883, interest at 6 per cent per annum, payable semi-annually, on 1st May and November

\$235,000

Less in sink'g f'd cancelled. 70,000

Bonds and mortgages, for real estate purchased, with interest at 7 per cent. per annum, excepting \$45,550 50, the interest upon which is at 6 per cent. per annum

\$185,365 60

Bonds payable August, 1876, interest at 7 per cent. per annum, payable semi-annually, on 1st February and August, with convertible privilege at par, till 1st August, 1869*

\$2,990,000

Less conv. into capital st'k 801,000

Bonds payable December, 1887, interest at 6 per cent. per annum, payable semi-annually on 15th June and December—issued in renewal of 7 per cent. bonds, due 15th June, 1864†

\$3,000,000

Less in sink'g f'd cancelled 75,000

Total amount of funded debt Sept. 30th 1866

\$14,095,804 34

* Between the close of the fiscal year and the verification of this report, the further amount of \$1,729,000 in these bonds was converted into capital stock—making the total amount of capital stock on the 11th. December, 1866, \$26,530,000, and leaving the amount in these bonds outstanding \$460,000.

† Of these bonds \$11,900 in amount had not been presented for payment at the close of the fiscal year—the funds to meet them having been appropriated, they are not included in the statement of debt.

The company has no floating debt.

The average rate per annum of interest on funded debt, is 6.21 per cent., and all interest, except on mortgages, is payable in the city of New York.

ADDITIONAL STATEMENTS.

The items charged to construction account, during the year, have been:

Land: principally at St. Johnsville, Syracuse, Rochester and Buffalo...	\$97,991 79
18 locomotive engines added to equipment.....	216,000 00
11.80 miles of second track on the Syracuse and Rochester direct road..	118 000 00
	\$481,991 79

Between the close of the fiscal year and the issuing of this report, the remainder of the second track on the Syracuse and Rochester direct road (1.29 miles) has been completed and brought into use, so that the entire main line (Albany to Buffalo) is now double tracked, except from Rochester to Churchville, 14.51 miles.

The amount charged to transportation expenses includes the cost of rebuilding the freight house and elevator at Buffalo which were destroyed by fire on the 17th of March last, and the erection of an iron bridge over the Erie canal at Canastota, besides the general repairs and improvements necessarily consequent upon the increased magnitude of the year's traffic.

The bridge across the Hudson river at Albany was opened for use on the 22d of February last, enabling through trains to and from New York and Boston, *via* Albany, to be run without the transfer of passengers or freight.

In June last this Company commenced operating the road of the Saratoga and Hudson River Railroad Company, from its junction with this Company's road, about 3½ miles east of Schenectady, to Athens, on the Hudson river, a distance of about 37½ miles.

The length of iron bridging now upon the line, reduced to single track, is 6,131½ feet.

The renewal of iron rails during the year amounted to 20,375 tons, equal to 205.57 miles of single track. The number of ties renewed during the same period was 471,436.

Since the close of the fiscal year a part of the down track on the grade just west of Albany has been laid with steel rails, with a view to test, practically, the economy of using them to a greater or less extent instead of iron.

The capital stock has been increased during the year \$210,000, by the conversion of an equivalent amount of 7 per cent. bonds due in 1876. In 1865, \$205,000 of these bonds were converted; in 1864, \$177,000; in 1863, \$209,000—making the amount to date \$801,000. The funded debt has decreased \$531,638 43—making the decrease of capital stock and funded debt during the year \$321,638 43.

The increase in gross earnings over the previous year has been \$621,261 29; with an increase in expenses, exclusive of interest and sinking funds, of \$114,863 30—making the increase in net earnings \$506,397 99. The increase of fuel and supplies on hand is \$1,019,315 12.

The company have 276 locomotives; 208 first-class passenger cars; 84 second class and emigrant cars; 83 baggage, mail and express cars; 4,876 freight cars; and 351 cars for gravel and other service.

Miles run by passenger trains 2,371,321; by freight trains, 8,833,454; by other trains, 402,486—total 6,607,261, an increase as compared with 1865 of 803,213. Aggregate miles run by passenger cars in passenger trains, 9,050,340; do, by baggage, mail and express cars 3,304,912—total, 12,455,252, an increase of 284,939.

Number of passengers carried eastward, 1,936,012, of which 97,674 were through, and 1,838,338

were way. Do., carried westward 1,778,722, of which 107,093 were through, and 1,671,629 were way. Aggregate both ways 3,714,734, of which 204,767 were through, and 3,509,967 were way. Total miles traveled by passengers 212,950,779—a decrease as compared with the previous year of 10,278,492.

Tons of freight carried eastward 1,108,675, of which 577,068 were through, and 591,607 way. Do., carried westward, 498,522, of which 226,772 were through, and 266,750 way. Aggregate both ways 1,602,197, of which 743,840 were through, and 858,357 way. Total movement of freight, or number of tons carried one mile, 331,075,547—an increase as compared with the previous year of 66,121,921.

Length of main line from Albany to Buffalo, 297.75 miles; length of side or parallel and branch lines 258.13—total length of main, side and branch lines owned by the company, 555.88; length of second track, on main line and branches, 280.51; length of sidings, turnouts and switches 152.27—total length of equivalent single track, 988.66 miles.

Length of Niagara Bridge and Canandaigua railroad (leased) 98.46 miles; sidings, turnouts and switches 3.42—total length of equivalent single track 101.88.

Length of Saratoga and Hudson river railroad, from junction east of Schenectady, to Athens (leased) 37.87 miles; sidings, turnouts and switches 5.32—total length of equivalent single track, 43.17.

Total length of equivalent single track on leased roads, 145.07. Do. on lines owned and lines eased, 1,133.73.

Baltimore and Ohio Railroad.

The regular monthly meeting of this company was held in Baltimore on the 12th inst., at which J. W. Garrett, Esq., was re-elected President, a position he has filled during the past eight years with signal ability. On taking the chair he delivered an address of which the following is an abstract.

At the annual meeting on the 19th of November, the 38th annual report, for the year ending Nov. 30, 1864, was presented; but owing to causes heretofore stated, viz: the difficulty of adjusting accounts with the Government, the subsequent reports have not been submitted. He then proceeds to state the leading acts, the progress of the works, and the developments of the policy of the company, and of its prospects.

During the past year, in addition to the regular force, more than 2,000 men have been employed in constructing second track, tunnels, bridges, water stations and buildings; the result of which has been the construction of 80 miles of first class double track, which are now in use, and the enlargement of the tunnel at Marriottsville to the requisite size for the admission of the large cars now in use. The tunnel at Paw-Paw is also being enlarged. A large amount of grading and other work has been done in the meantime upon the remainder of the line east of Piedmont; and it is confidently expected that the entire line from Baltimore to Piedmont, 206 miles, will be completed with a superior double track during the next year. A tunnel 800 feet in length is in course of construction near the Point of Rocks, where the Chesapeake and Delaware canal borders

upon the Potomac River. This work, which was commenced in December, 1865, is already more than half accomplished, and it is expected the heading will be through by February next, and that by August following the double track can be laid through this tunnel, and the exposed line upon the banks of the canal be abandoned. Preparations are also being made to commence work upon another tunnel at Williams' Point, west of the tunnel above mentioned, the construction of which during the winter months can be easily performed without interference with the canal. Care is taken to straighten the line and improve the curves, wherever practicable, during the construction of the double track, by which decided improvements are being accomplished.

Since the close of the war, 12 first class iron bridges of an aggregate length of 3,475 feet with 27 spans varying from 78 to 205 feet in length, have been constructed and are now in successful use. A brick machine shop, two stories, 199 by 60 feet has been erected at Mt. Clair. Schroeder's Run has also been securely arched. A blacksmith shop 568 by 70 feet, and wheel house 50 by 100 feet, built of brick, are nearly completed. At Martinsburg an engine house and machine shop, 184 by 60 feet has been finished; and a car shop 100 by 200 feet is approaching completion. At Piedmont a new passenger station, engine house, blacksmith, car and other shops, have been erected. An engine house at Grafton is nearly completed. Additional buildings have been and are being constructed at Parkersburg, Wheeling, and other important points.

A large force is now employed in arching the tunnels upon the Parkersburg Branch; three of which will be completed during the present month; in addition to which 1,010 feet have been arched at Eaton's tunnel. The arching of three additional tunnels will be immediately commenced. It is the purpose of the company to press energetically the work of arching every tunnel upon the line as rapidly as it can be judiciously performed.

Upon the solicitation of the Winchester and Potomac Railroad Company, at the close of the war, this company undertook the re-construction of its bridges, and the construction of its road from Stevenson's station to Winchester, together with the necessary buildings. It also arranged with that company to supply the requisite machinery, and work the road. These arrangements have given great satisfaction, and the results are cordially appreciated by all parties interested.

Much work has been done upon the Washington County Railroad, leading from the Main Stem at Weaverton to Hagerstown, 23 miles. This company has thus far contributed to the payment for work done upon that road \$180,000. It is expected that the road will be opened prior to the dedication of the National Cemetery at Antietam, on the 17th of September next. As this road passes through that classic battle ground, it is anticipated that its large facilities, in connection with the Baltimore and Ohio road, will enable the great concourse expected on that interesting occasion to reach the Cemetery with convenience and comfort. Upon the completion of this most desirable and important road, Washington County will have not only the benefit of transportation by the Chesapeake and Ohio Canal, and as at present a

route through the Cumberland Valley Railroad, and by the Northern Central and Pennsylvania Railroads to Baltimore and Philadelphia, but also economical transportation by this excellent and direct line over the double tracked Baltimore and Ohio road to Baltimore.

The President regrets the delay in the construction of the Pittsburg and Connellsville Railroad, caused by litigation; but for which, the direct communication by rail, between Baltimore and Pittsburg, would now be in actual operation. The work upon the road is, however, being gradually pushed forward, and the heaviest portion of it—the Sand Patch Tunnel, through the summit of the Alleghenies—is well advanced towards completion.

The company's engineers have located two routes from the Point of Rocks to Washington—one *via* Bladensburg, and the second directly into the city of Washington. By the latter route the distance will be but 42 miles, being a reduction of the distance, compared with that by the Relay House, of 49 miles. The latter location was made by the solicitation of the Mayor, and other leading citizens of Washington.

During its last session, Congress refused to authorize any additional lines of road from Washington to Baltimore, and after thorough examination, the Committee on the District of Columbia recommended the passage of an act, in July last, which became a law on the 25th of that month, authorizing the entrance of the Metropolitan Branch into the District of Columbia, and to the city of Washington, under an agreement to be made with that city. The authorities of Washington appeared desirous that the more direct route should be selected, instead of that *via* Bladensburg, and their Councils have now this subject under consideration. If they adopt satisfactory legislation, the Mayor of that city has been assured, in accordance with the views entertained by this Board, that the line which they prefer shall be adopted.

As it is very clear that, with the fact that the present double track road between Baltimore and Washington affords abundant facilities for more than twenty times the amount of transportation now offering or to be obtained for the route, that no public interest requires a parallel line to be built, it is still believed, as great public interests will be served by the construction of the direct line from Washington to the Point of Rocks, that Congress will maintain the views heretofore held, by refusing its authority for such lines, and continue thus to encourage the large expenditure of money by this company required to complete the Metropolitan Branch.

During the past nine months a large portion of the heaviest work upon this line at Parr's Ridge has been executed. The line has also been located, and arrangements perfected, should the authorities of Washington legislate satisfactorily for the entrance of the road into that city, to commence there at once, and prosecute the work with rapidity, so as to open this line from Washington to Rockville for local and other purposes at the earliest practicable period. It is also preparing to commence at various other points upon the line, so that the entire work can be vigorously prosecuted.

This company has not contributed to the con-

struction of the line of railway from Harper's Ferry through the Valley of Virginia to connect with the Virginia and Tennessee Railroad, etc., for the reason that adequate legislation has not been secured in that State; and because this company has before it enterprises which will absorb all the means it can command. It is, however, ready and willing to co-operate with the State in developing the resources of this region, whenever the Legislature, considering the facilities which will be afforded the mining, manufacturing and agricultural interests thereof, by an outlet through this road, shall respond by such wise action as will serve the vast and important interests involved.

The lease of the Central Ohio Railroad, which went into operation on the 1st of the present month, is next alluded to. The line is now under the same government from Baltimore to Columbus. It is the design of this company at once to so strengthen and improve that road, and add to its equipment and facilities, as will enable it to transact, promptly and successfully, a largely increased business. It is believed that great advantages will result to the city of Baltimore, and to the Baltimore and Ohio and Central Ohio Roads, from this unity of management and perfect co-operation. The officers of the Baltimore and Ohio Company are making special arrangements to promote the local interests upon that road, as is the system upon its own line, and to furnish every practicable facility for the increase of its traffic and the development of its advantages. More intimate relations will be secured and maintained with the great lines of railway centering at Columbus, and it is designed to secure increased advantages for prompt transportation of freight, and in improved connections for passengers. The lines running in connection with the Central Ohio Road desired the arrangement which has been made, and this company is assured of their cordial and effective co-operation in increasing and improving the business and facilities of the route.

The equipment of the company has been continuously increased, especially in locomotive power, so that it is enabled not only to transact promptly all business offered, but also to furnish additional capacity for a largely increased business. The organization of the lightning express line has proved to be a marked success, and is most useful in advancing the special interests for which it was designed, viz: the transportation of costly and perishable articles between the west and east over the entire road at passenger speed. The arrangements of this line extend from Baltimore *via* Parkersburg, and the Marietta and Cincinnati Road to Cincinnati and the Southwest, and *via* Bellaire and the Central Ohio Road to Columbus, and all points in the West and Northwest.

Owing to unforeseen difficulties, the location of the bridges over the Ohio river has been delayed. It is hoped that such arrangements will shortly be made as will enable the company to progress rapidly with the building of these important structures.

It is the intention of the company in connection with the Marietta and Cincinnati Railroad Company, to establish, during the next season, an independent line for passengers and freight between Cincinnati and Baltimore and Washington.

The general business of the road has been large,

and has been conducted with promptness and regularity. The coal business for a large portion of the year has been heavy. During May, June and July, it amounted to 265,162 tons, exclusive of that for the use of the company—showing a capacity at that time for shipment of more than a million of tons a year. The increase in equipment and in double track since that time has increased the capacity of the road to one and a half millions per year.

The establishment of the line of steamships between Baltimore and Liverpool has proved a decided success. The vessels have thus far made 14 voyages to, and 12 from, Liverpool with full lists of passengers and freight. It was also found necessary to charter an additional vessel, which is now loading at Liverpool for Baltimore. It has been determined also to establish a permanent line between Baltimore and Bremen, and arrangements are being made for the construction of two iron steamers for that purpose. This company have also joined in the formation of a line between Baltimore and Charleston, in connection with the Charleston Railroad Company, and the Savannah Railroad Company, and merchants and others of the two cities. The number of steamers connected with the port of Baltimore on the 1st inst., aggregated 99, of which 22 are ocean steamships.

The roads under the management of the Baltimore and Ohio Railroad Company now traverse 683 miles of territory, viz: the Main Stem, 379 miles; the Parkersburg branch, 104 miles; the Washington branch, 31 miles; the Winchester and Potomac road, 32 miles; and the Central Ohio, 137 miles.

Evidences are not wanting of the large prosperity of the regions traversed by the Main Stem and the Parkersburg branch, and which is doubtless attributable as well to the correctness of the policy and of the system of management furnished and acted upon by the company, as to the advantages and facilities afforded by the road. The connecting roads to be built, and which will doubtless be influenced by the principles of this management, will unquestionably yield to the territories through which they pass fruits equally important and desirable and which will assure also there progress and prosperity.

The address, of which the above is but a faint outline, was fully endorsed and approved, and ordered to be printed in pamphlet form for general distribution.

Philadelphia and Reading Railroad.

The fiscal year of this company closed on the 30th of November. The total quantity of Anthracite coal transported over the Schuylkill County branch, was

In 1866	3,425,330 05 tons
In 1865	2,802,392 90 "

Increase in 1866

622,937 15 "
This table does not embrace the Bituminous coal transported over the Lebanon branch, nor the Anthracite over the Schuylkill and Susquehanna Railroad, West, which is but a small quantity.

The total coal tonnage of the Lehigh Valley Railroad for the year ending Nov. 30 was:

In 1866	1,730,474 12 tons
In 1865	1,402,276 16 "

Increase in 1866

328,197 16 "

Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of November, were:

ENTERED FOR CONSUMPTION.			
	1865.	1866.	
Manufactures of wool	\$3,504,951	\$1,268,329	
" cotton	2,119,882	559,955	
" silk	1,657,563	637,585	
" flax	1,884,046	794,909	
Miscellaneous dry goods	669,515	527,761	

Total entered for consump. \$9,836,557 \$3,788,539

WITHDRAWN FROM WAREHOUSE.

	1865.	1866.	
Manufactures of wool	\$279,644	\$793,884	
" cotton	182,193	214,151	
" silk	173,125	452,607	
" flax	180,971	391,852	
Miscellaneous dry goods	37,668	93,672	

Total withdrawn from warehouse \$853,601 \$1,945,666

Add entered for consump. 9,836,557 3,788,539

Tot. thrown on the market. \$10,690,158 \$5,734,205

ENTERED FOR WAREHOUSING.

	1865.	1866.	
Manufactures of wool	\$885,896	\$1,205,661	
" cotton	815,253	447,210	
" silk	588,726	655,221	
" flax	533,740	985,066	
Miscellaneous dry goods	27,775	177,539	

Total entered for wareh'g. \$2,851,390 \$3,470,697

Add entered for consump. 9,836,557 3,788,539

Total entered at the port. \$12,687,947 \$7,259,236

The imports of foreign dry goods at New York for eleven months from January 1st, were:

ENTERED FOR CONSUMPTION.

	1865.	1866.	
Manufactures of wool	\$24,984,172	\$30,020,588	
" cotton	10,182,582	14,067,285	
" silk	15,144,984	15,988,324	
" flax	9,981,948	12,227,239	
Miscellaneous dry goods	3,435,736	7,212,578	

Total ent. for consump. \$63,729,422 \$79,516,014

WITHDRAWN FROM WAREHOUSE.

	1865.	1866.	
Manufactures of wool	\$9,038,085	\$16,303,644	
" cotton	2,789,585	5,594,897	
" silk	3,622,757	7,298,861	
" flax	4,057,070	4,991,555	
Miscellaneous dry goods	787,899	1,174,714	

Total withdrawn from warehouse \$20,295,396 \$35,363,671

Add ent. for consump. 63,729,422 79,516,014

Total thrown on the market. \$84,024,818 \$114,879,685

ENTERED FOR WAREHOUSING.

	1865.	1866.	
Manufactures of wool	\$7,409,031	\$18,628,967	
" cotton	2,571,890	5,830,758	
" silk	3,827,228	7,940,323	
" flax	3,846,425	6,816,520	
Miscellaneous dry goods	502,151	1,500,542	

Total entered warehouse. \$17,656,725 \$40,717,110

Add ent. for consump'n. 63,729,422 79,516,014

Total entered at the port. \$81,386,147 \$120,233,124

Gen. G. C. Wharton has been elected Chief Engineer of the Virginia and Kentucky Railroad, with power to appoint his assistants. The road has been located and partly constructed.

The Connecticut and Passumpsic Rivers Railroad has been built to a point just over the Canada line, six miles beyond Newport, Vt.

Commerce of New York.

The foreign imports at New York for the month of November are officially stated as follows:

	1865.	1866.	
Entered for consump'n.	\$16,655,761	\$10,688,544	
Entered for warehousing	9,184,116	8,345,859	
Free goods	1,159,248	873,514	
Specie and bullion	236,526	802,937	

Total entered at port \$27,235,651 \$20,710,854

Withdrawn fr. warehouse 4,249,381 6,186,725

The foreign imports at New York for eleven months from January 1st, were:

	1865.	1866.	
Entered for consump'n.	\$113,966,549	\$155,353,565	
Do. for warehousing	73,234,644	110,127,920	
Free goods	9,496,900	12,053,589	
Specie and bullion	1,996,227	9,225,936	

Total entered at port \$198,694,820 \$286,761,010

Withdrawn fr. wareh'se 76,891,680 95,676,446

The duties received at New York from Jan. 1st, were:

	1865.	1866.	
1st quarter	\$14,415,083 83	\$35,618,902 52	
2d quarter	22,280,493 24	31,929,287 26	
3d quarter	35,821,581 79	36,105,092 08	
In October	10,973,613 01	11,002,048 08	
In November	9,933,483 76	7,716,883 67	

Total from Jan. 1. \$93,424,155 63 \$122,372,231 61

The exports from New York to foreign ports in the month of November, were:

	1865.	1866.	
Domestic produce	\$22,763,327	\$13,651,464	
Foreign mdse., free	109,155	268,600	
Do. dutiable	208,091	64,001	
Specie and bullion	2,046,180	3,766,690	

Total exports \$25,126,753 \$17,750,755

Do. exclusive of specie. 23,080,573 13,984,065

The exports from New York to foreign ports for eleven months from January 1st, were:

	1865.	1866.	
Domestic produce	\$151,684,620	\$169,838,354	
Foreign mdse., free	914,570	662,218	
Do. dutiable	3,201,804	4,415,445	
Specie and bullion	27,251,522	59,256,430	

Total exports \$183,052,516 \$234,172,447

Do. exclusive of specie. 156,800,994 174,916,017

Western Maryland Railroad.

We understand that the Board of County Commissioners unanimously refused to raise at this time the \$150,000 subscribed by the county to the above road, on certain conditions and upon certain representations, the law authorizing the County Commissioners to subscribe the above amount, required as a condition precedent to the grading of the road to our eastern county limits, or the satisfactory assurances to the Commissioners that this would be done in a reasonable time. It seems the President and Directors of the road last fall, Mr. Irwin being then the President, came before the Commissioners with a statement that the road could be built at a cost in no case exceeding \$1,200,000, and assured them that over \$1,100,000 had already been subscribed, leaving only about \$75,000 necessary to complete the entire road to Hagerstown. Upon this statement of facts, and relying upon the absolute truth thereof, the Commissioners subscribed the sum of \$150,000 in behalf of the people of this county. Subsequently Mr. Irwin, and his Board of Directors let the making of the road for the sum of \$1,659,000, without having obtained any additional subscriptions, thus falsifying the statement made to the Board and entering into a contract for the payment of about \$400,000 more than the company could command, thus demonstrating conclusively that the road could not be made to our eastern limits with the funds now at the command of the company. Under this state of facts, and not wishing to sink \$150,000 of our people's

money in this end of the road years before it could or would, in all probability, be made available by the completion of the entire road, the Commissioners declined to authorize the commencement of work on the road in this county. We have not the slightest doubt but that their action will be heartily endorsed by all our people. What has been done by our County Commissioners involves no hostility to the road whatever, but what was eminently proper and necessary to save our people from having to pay \$9,000 annually as interest on \$150,000 expended for five or ten years before the road could or is likely to be made available. We hope the company will press on its work and bring the road to our eastern county borders; then will the Commissioners commence our part of the work and speedily complete the same, but not before this happens.—Hagerstown Herald.

Tide-Water Receipts.

The quantity of flour, wheat, corn and barley, left at tide water from the commencement of navigation to the 7th Dec., inclusive, during the years 1865 and 1866, was as follows:

	Flour, bbls.	Wheat, bu.	Corn, bu.	Barley, bu.
1865..	934,300	9,998,400	18,166,700	4,269,100
1866..	450,800	6,852,700	24,193,100	6,801,600

Dec. 483,500 3,145,700 *6,076,400 2,532,500

* Increase.

By reducing the wheat to flour, the quantity of the latter left at tide-water this year, compared with the corresponding period last year, shows a deficiency of 1,112,640 bbls. flour.

The following comparative table shows the quantity of some of the principal articles of produce left at tide-water from the commencement of navigation to and including the 7th of Dec., in the years indicated:

	1864.	1865.	1866.
Canal opened—	April 30.	May 1.	May 1.
Flour, bbls.	1,184,300	934,300	450,000
Wheat, bush.	15,465,600	9,998,400	6,852,700
Corn, bush.	10,352,400	18,166,700	24,193,000
Barley, bush.	3,045,900	4,249,100	6,801,600
Oats, bush.	12,177,500	10,489,900	10,240,300
Rye, bush.	620,300	1,289,900	1,521,800
Malt, bush.	505,100	427,000
Beef, bbls.	70,700	9,864	2,200
Pork, bbls.	58,400	15,109	43
Bacon, lbs.	579,600	1,273,100	10,000
Butter, lbs.	1,327,800	1,239,900	1,255,000
Lard, lbs.	2,614,800	1,999,600	1,241,400
Cheese, lbs.	4,398,900	16,671,000	9,807,000
Wool.....	1,302,100	635,500	519,800

The Hanover Branch (Mass.) Railroad Co. have contracted with J. B. Dacy & Co., of Dorchester, to build their road. It will be commenced in a few days, and by the opening of summer the road bed will be far advanced towards completion.

The Senate of Alabama, on the 6th inst., passed a bill authorizing the City Council of Montgomery to issue bonds to the extent of \$1,000,000 in aid of the South and North Alabama Railroad.

Mr. A. Altman of the Stock and Banking House of Messrs. Smith, Martin & Co., No. 11 Broad street, has been admitted a member of the Open Board of Brokers.

Mr. Charles O. Russell has been appointed Superintendent of the Western (Mass.) Railroad, vice Mr. Henry Gray, resigned. Mr. J. B. Chapin, has been appointed Assistant Superintendent.

The Governor of Georgia has vetoed the Air Line Railroad Bill.

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.					COPPER STOCKS.					IRON, COAL, ETC., STOCKS					GOLD, SILVER, ETC., STOCKS.				
COMPANIES.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.	COMPANIES.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.	COMPANIES.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.	COMPANIES.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
COPPER:					COPPER:					IRON:					GOLD:				
Acton.....Ca.	5	---	200,000	---	Knowlton.....L.S.	25	8	20,000	54	Broad Top.....Pa.	50	---	---	---	Acadia.....N.S.	3	---	100,000	---
Acton Vale.....Ca.	5	---	50,000	---	Lafayette.....Ca.	25	---	20,000	---	Copake.....N.Y.	50	50	50,000	---	Ada Elmore.....Idaho.	10	---	100,000	---
Adventure.....L.S.	25	5	20,000	---	Lake.....L.S.	25	2	20,000	---	Foster.....Pa.	5	---	---	---	Albion....." "	3	---	100,000	---
Atina....." "	25	11	20,000	---	Lawrence.....L.S.	25	---	20,000	---	French Creek.....Pa.	5	---	100,000	---	Altona.....Col.	5	---	100,000	---
Albany and Boston....." "	50	25	20,000	---	Lennoxville.....Ca.	5	---	100,000	---	Garrison's.....N.Y.	5	5	100,000	---	American.....Col.	100	---	50,000	---
Algoma....." "	25	3	20,000	---	Logan....." "	3	---	100,000	---	George's Creek.....Md.	100	100	10,000	104	American Flag.....Col.	10	---	50,000	---
Allouez....." "	25	11	20,000	---	Lower California.....Mo.	50	---	40,000	---	Harewood....." "	5	5	20,000	---	Ascot.....Can.	100	---	50,000	---
American....." "	25	1	20,000	---	Lyster.....Ca.	2	---	200,000	---	Lake Superior.....L.S.	25	25	20,000	---	Atl. & Pac.....Nev.	50	---	100,000	---
Amygdaloid....." "	25	17	20,000	---	Madison.....L.S.	25	6	20,000	24	Mount Pleasant.....Pa.	50	50	10,000	---	Battle.....Col.	---	---	---	---
Anita.....Cal.	10	---	20,000	---	Malden....." "	25	2	20,000	---	Teal Lake.....L.S.	25	---	20,000	---	Bates & Baxter....." "	---	---	---	---
Annapolis.....Md.	10	---	50,000	---	Mandan....." "	25	44	20,000	24	Tyson.....Vt.	10	---	20,000	---	Benton....." "	---	---	---	---
Aroania.....L.S.	25	---	20,000	---	Manhattan....." "	25	54	20,000	---	LEAD AND ZINC:					Black Hawk....." "	100	---	100,000	---
Arizona.....Ariz.	100	---	100,000	---	Marquette....." "	25	34	20,000	10c	Amenia.....N.Y.	5	---	100,000	---	Bob Tail....." "	---	---	---	---
Arnold.....L.S.	25	---	20,000	---	Maryland.....Md.	5	---	20,000	---	Bucks County.....Pa.	5	---	40,000	---	Briggs.....Col.	100	---	10,000	---
Ascot.....Ca.	20	---	20,000	---	Mass.....L.S.	25	48	20,000	---	Canada.....Ca.	5	---	50,000	---	Burroughs....." "	---	---	---	---
Astor.....L.S.	25	14	20,000	---	Massachusetts....." "	25	---	20,000	---	Champion.....N.Y.	5	---	---	---	Bullion.....Mtna.	5	---	200,000	---
Atlas....." "	25	2	20,000	34	Medora....." "	25	11	20,000	---	Clute....." "	5	5	110,000	---	Bullion Consol.....Col.	1	---	300,000	---
Artes....." "	25	44	20,000	---	Medota....." "	25	11	100,000	44	Continental....." "	24	24	200,000	---	Chebucto.....N.S.	5	---	100,000	---
Balt. and N.C.....N.C.	5	---	20,000	---	Merrimac....." "	25	61	20,000	---	Eastport.....Me.	10	---	100,000	---	Central.....Col.	5	---	200,000	---
Bay State.....L.S.	25	124	20,000	104	Merryweather....." "	25	---	20,000	---	Erie.....N.Y.	10	---	40,000	---	Central Gold....." "	---	---	---	---
Beaver....." "	25	2	20,000	---	Mesnard....." "	25	8	20,000	2	Gay's River....." "	2	---	100,000	---	Chaudiere.....Can.	5	---	100,000	---
Bedford.....Ca.	5	---	20,000	40c	Meteor....." "	25	---	20,000	---	Hampton.....Mass.	5	---	100,000	---	Jobden.....Idaho.	10	---	100,000	---
Black River....." "	25	---	20,000	---	Michigan....." "	25	---	20,000	---	Jefferson.....N.Y.	5	---	10,000	---	Columbia.....Nev.	100	---	300,000	---
Bohemian.....L.S.	25	174	20,000	---	Middlesex....." "	25	---	20,000	---	Kings Hill....." "	5	---	10,000	---	Consel Gregory.....Col.	100	---	50,000	---
Bolton.....Ca.	5	---	200,000	1	Milton....." "	25	14	20,000	---	Lake Superior.....Mich.	5	---	200,000	---	Copalsche....." "	50	---	250,000	---
Boston.....L.S.	25	24	20,000	---	Minnesota.....L.S.	25	184	20,000	14	Lancaster.....Pa.	5	---	50,000	---	Corydon....." "	25	---	100,000	---
Brooklyn.....L.S.	25	24	20,000	---	Missisquoi.....Ca.	2	---	150,000	---	Lehigh.....Pa.	5	---	---	---	Continental....." "	100	---	20,000	---
Brome.....Ca.	5	---	100,000	---	Morrison.....L.S.	25	---	20,000	---	Macomb.....N.Y.	5	---	110,000	---	Dover....." "	20	---	50,000	2
Cabot.....L.S.	25	4	20,000	---	Naahua....." "	25	---	20,000	---	Maine.....Me.	10	---	50,000	---	Downville....." "	1	---	300,000	11c
Caledonia....." "	25	5	20,000	---	National....." "	25	54	20,000	17	Mineral Point.....N.Y.	5	---	100,000	---	Eagle....." "	10	---	100,000	---
Cambridge....." "	25	8	20,000	---	Native....." "	25	2	20,000	11	Morgan....." "	5	---	100,000	---	East Bannock.....Mtna.	2	---	100,000	---
Canada.....Vt.	4	1	100,000	624c	Naumkeag....." "	25	1	20,000	---	Mount Hope.....N.Y.	24	---	80,000	---	El Dorado.....Col.	5	---	500,000	---
Carp Lake.....L.S.	25	---	20,000	---	Nebraska....." "	25	---	20,000	---	New Hampshire.....N.H.	5	---	100,000	---	Empire....." "	20	---	250,000	---
Cascade....." "	25	---	20,000	---	Nequaket....." "	25	2	20,000	---	New Jersey.....N.J.	100	---	12,000	---	Excelsior....." "	10	---	30,000	---
Central....." "	25	6	20,000	60	New England.....L.S.	25	2	20,000	---	N.Y. & Boston.....N.Y.	10	---	100,000	---	Garrison's....." "	50	---	100,000	---
Champlain.....Ca.	14	---	200,000	---	New Jersey cons. N.J.	10	---	100,000	---	Oawegatchie.....Ca.	5	---	100,000	25c	Gem....." "	50	---	25,000	---
Chatham....." "	2	---	200,000	---	Newton.....Ca.	1	---	200,000	---	Phenix.....N.Y.	5	---	50,000	---	Golconda....." "	20	---	250,000	---
Chetcamp....." "	5	---	30,000	---	New York.....L.S.	25	1	20,000	---	Placidia Bay.....N.F.	5	---	200,000	---	Gold Mountain.....Col.	10	---	600,000	---
Chippewa.....L.S.	25	---	20,000	---	N.Y. & Passaic.....N.J.	5	---	100,000	---	Ramsay.....Ca.	25	---	20,000	---	Gold Mining....." "	100	---	50,000	11c
Clifton....." "	25	---	20,000	---	North Cliff.....L.S.	25	4	20,000	11	Rochester....." "	24	---	200,000	---	Gunnell....." "	10	---	500,000	---
Collin....." "	25	4	20,000	---	North State....." "	25	34	20,000	---	Rosie.....N.Y.	5	---	100,000	---	Gunnell Central....." "	50	---	20,000	---
Concord....." "	25	4	20,000	4	North Western....." "	25	114	20,000	3	Shawangunk.....N.Y.	5	---	100,000	---	Gregory....." "	50	---	20,000	---
Consolidated....." "	25	5	20,000	---	Norwich....." "	25	11	20,000	8	Sussex.....N.J.	5	---	125,000	---	Great Western....." "	10	---	60,000	---
Copper Creek.....Mo.	100	---	10,000	---	Ogima....." "	25	7	20,000	---	Union.....Pa.	5	---	100,000	---	Hope....." "	25	---	80,000	11c
Copper Creek.....Wis.	25	---	20,000	---	Otisville.....N.Y.	5	---	100,000	---	Wallkill.....N.Y.	5	---	---	---	Holman....." "	2	---	150,000	11c
Copper Falls.....L.S.	25	244	20,000	51	Ontonagon.....L.S.	25	---	20,000	---	Warren.....N.H.	---	---	---	---	Idaho.....Nebr.	---	---	100,000	---
Copper Harbor....." "	25	1	20,000	---	Ottawa.....Ca.	1	---	200,000	---	White Mountain....." "	---	---	---	---	Isaac's Harbor.....N.S.	5	---	100,000	---
Copper Hill.....Wis.	1	---	200,000	---	Pacific.....L.S.	25	---	20,000	---	COAL & ANTHRACITE:					Kansas Colorado.....Col.	10	---	100,000	---
Corinth.....Vt.	2	---	20,000	---	Pennsylvania....." "	50	50	20,000	24	American.....Pa.	25	---	60,000	64	Kip & Buel....." "	2	---	100,000	---
Cornwall.....Vt.	2	---	100,000	---	Petherick....." "	25	54	20,000	27	Appleton....." "	---	---	---	---	La Crosse....." "	10	---	100,000	11c
Daotah.....L.S.	25	24	20,000	---	Pewabic....." "	25	34	20,000	---	Ashburton.....Pa.	50	50	50,000	104	Liebig....." "	5	---	200,000	---
Dana....." "	25	24	20,000	24	Phila. & Boston....." "	25	16	20,000	---	Atlantic & G.C.....Md.	---	---	---	---	Lake Major.....N.S.	50	---	12,000	---
Deep River.....N.C.	5	---	10,000	---	Phoenix....." "	25	16	20,000	45	Baltimore....." "	100	100	---	---	Mariposa.....Cal.	100	100	60,000	11c
Delaware.....L.S.	25	204	20,000	---	Pittsburg & Boston....." "	25	54	20,000	45	Bear Valley....." "	124	---	40,000	---	Do, preferred....." "	100	100	57,444	---
Derby....." "	25	---	20,000	---	Pontiac....." "	25	108	20,000	18	Beaver Meadow.....Pa.	50	50	100,000	---	Mammoth.....Col.	10	---	100,000	---
Devon....." "	25	1	20,000	---	Prescott.....Ariz.	100	---	100,000	---	Belmont....." "	50	50	10,000	24	Manhattan....." "	10	---	100,000	---
Dorchester....." "	25	14	20,000	---	Providence.....L.S.	25	---	20,000	---	Big Mountain.....Pa.	5	---	100,000	---	Massachusetts....." "	5	---	250,000	---
Douglas....." "	25	---	20,000	---	Quincy....." "	10	10	20,000	42	Boston & Pictou.....N.S.	5	---	100,000	---	Mount Vernon.....Nev.	10	---	200,000	---
Dover.....Ca.	2	1	200,000	---	Reliance....." "	25	---	20,000	---	Bridgeport.....Pa.	10	10	30,000	---	Montana.....Col.	4	---	100,000	11c
Dudley.....L.S.	25	14	20,000	---	Republic....." "	25	---	8,000	---	Broad Mountain....." "	10	10	30,000	---	National....." "	10	---	300,000	---
Dunham.....Ca.	2	---	200,000	---	Resolute....." "	25	54	20,000	---	British American.....N.S.	24	24	200,000	---	New York City.....Nev.	100	---	50,000	---
Durham....." "	5	---	200,000	---	Ridge....." "	25	8	20,000	6	Cape Briton.....N.S.	24	24	200,000	---	New York.....Col.	10	---	100,000	11c
Eagle River.....L.S.	25	34	20,000	44	Rochester....." "	25	24	20,000	64	Cameron.....Pa.	50	---</							

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash (—) signifies "nil" and leaders (....) "not ascertained."

PASSENGER RAILROAD BONDS.

DESCRIPTION.	Amount out- standing.	INTEREST.		Principal payable.	Market Price.
		Rate.	Pay- able.		
Broadway [Brooklyn]: Real Estate Mortgage	27,500	7	J. & J.	1884	98
Broadway & 7th Avenue: 1st Mortgage	200,000	7	J. & D.	1884	98
Brooklyn, Bath & Coney Is'd 1st Mortgage	80,000	7	J. & J.	1888	98
Brooklyn and Rockaway: 1st Mortgage	20,000	7	J. & J.	1888	98
Brooklyn Centr. & Jamaica: 1st Mortgage	304,250	7	J. & D.	1870	98
Brooklyn City: 1st Mortgage	170,000	7	J. & J.	1872	98
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J. & J.	1872	98
Brooklyn City & Ridgewood: 1st Mortgage	20,000	7	J. & J.	1884	98
Cambridge: 1st Mortgage	150,000	6	J. & J.	1881	99
Central Park, East & North River: 1st Mortgage	550,000	7	J. & J.	1874	98
Citizens' Pittsburg]: 1st Mortgage	57,900	7	J. & J.	1870	98
Cliffondale: 1st Mortgage	25,000	6	J. & J.	1871	98
Coney Island and Brooklyn: 1st Mortgage	138,000	7	J. & J.	1878	98
Delaware County: 1st Mortgage	6,500	7	J. & J.	1878	98
Dorchester: Real Estate Mortgage	5,000	6	J. & J.	1878	98
D. Dock, E. B'dw. & Battery: 1st Mortgage	200,000	7	J. & J.	1878	98
Eight Avenue: 1st Mortgage	160,000	7	J. & J.	1878	98
Forty-second street: 1st Mortgage	127,150	7	J. & J.	1878	98
Frankford and Southwark: 1st Mortgage	184,500	7	J. & J.	1878	98
Frankford and Southwark: 1st Mortgage	200,000	7	J. & J.	1860	107
Germanatown: 1st Mortgage	250,000	7	J. & J.	1860	98
Green and Coates St.: 1st Mortgage	98,000	7	J. & J.	1870	98
Harlem Br. Morris & Ford'm 1st Mortgage	118,000	7	J. & J.	1870	98
Hestonville Mantus & Fair- mount: 1st Mortgage	40,000	7	J. & J.	1860	98
Hoboken and Weehawken: 1st Mortgage	60,000	7	M. & S.	1872	98
Lynn and Boston: 1st Mortgage [road]:	50,000	6	M. & S.	71-72	91
Malden and Melrose: 1st Mortgage guaranteed	64,452	6	M. & S.	1880	91
Medford and Charlestown: 1st Mort. [Winter St. Br.]	10,000	6	M. & S.	1880	91
Middlesex: 1st Mortgage	82,000	7	J. & J.	1878	98
Malden & Melrose bonds. Real Estate	49,451 10,000	7	J. & J.	1880	98
Ninth Avenue: 1st Mortgage	112,000	7	J. & J.	1878	98
North Philadelphia: 1st Mortgage	100,000	7	J. & J.	1869	98
Orange and Newark: 1st Mortgage Broad street	100,000	7	J. & J.	1881	98
" " O. & Newark 2d Mortgage	100,000 100,000	7	J. & J.	1880 1883	98
Philadelphia City: 1st Mortgage	135,000	6	J. & J.	1879	91
Philadelphia and Darby: 1st Mortgage	17,000	7	J. & J.	1870	98
Phila. and Gray's Ferry: 1st Mortgage	15,500	7	J. & J.	1869	98
Pittsb. Alleg'h'y & Manch.: 1st Mortgage	35,000	7	J. & J.	1871	98
Pittsburg & Birmingham: 1st Mortgage	22,600	7	J. & J.	1870	98
Pittsburg & East Liberty: 1st Mortgage	87,000	7	J. & J.	1871	98
Quincy: Plain bonds	50,000	7	M. & S.	1868	98
Richmond and Schuylkill: 1st Mortgage	30,000	7	J. & J.	1870	98
Rochester City & Brighton: 1st Mortgage	100,000	7	J. & J.	1870	98
Second Avenue: 1st Mortgage	520,000	7	J. & D.	1867	98
Second and Third Street: 1st Mortgage	125,000	7	J. & J.	1868	99
2d Mortgage Third Avenue	50,800 1,000,000	7	J. & J.	1869 1870	103
1st Mortgage Real Estate bonds	180,000	7	J. & J.	1870	98
Union: Real Estate Mortgage	20,000	6	J. & D.	1869	98
Utica City: 1st Mortgage	100,000	7	J. & J.	1870	98
Van Brunt, st & Erie Basin: 1st Mortgage	12,000	7	J. & J.	1870	98
West Hoboken & Hoboken: 1st Mortgage	60,000	7	M. & N.	1878	98
West Philadelphia: 1st Mortgage	100,000	7	J. & J.	1869	98

FEDERAL, STATE AND CITY SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest.				DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest.			
		Rate.	Payable.	WHEN PAYABLE.	Market Price.			Rate.	Payable.	WHEN PAYABLE.	Market Price.
NATIONAL SECURITIES, Dec. 1.											
Loan of Jan. 25, 1847.....registered	\$7,125,400	6	Jan. & July.	1867	100	New York—State Bonds.....canal fund	6,000,000	6	Quarterly.	1873	93 1/2
Loan of March 31, 1848.....registered	8,712,542	6	"	1868	137	" " " ".....general fund	2,250,000	6	"	1874	99 1/2
Texas Indemnity, of Sep. 9, 1850.....coupon	384,000	6	"	1868	125	" " " ".....general fund	500,000	6	"	1875	100 1/2
Loan of June 14, 1858.....registered	20,000,000	5	"	1874	102	" " " ".....general fund	900,000	6	"	1877	100 1/2
Loan of June 22, 1860.....registered	7,022,000	5	"	1874	103 1/2	" " " ".....general fund	800,000	6	"	1878	97 1/2
Oregon War Loan of March, 1861.....coupon	1,016,000	6	"	1871	108	" " " ".....general fund	909,607	5	"	1880	pleas.
Loan of Feb. 8, 1861.....registered	18,415,000	6	July.	1881	108	" " " ".....general fund	192,585	5	"	1886	1886
Loan of July 17, & Aug. 5, 1861.....registered	294,308,500	6	Jan. & July.	1881	103 1/2	" " " ".....general fund	1,163,000	5	"	1888	1888
Loan of Feb. 25, 1862 (5-20s).....registered	514,780,500	6	"	1881	108	" " " ".....general fund	442,960	5	"	1871	1871
Loan of March 3, 1864 (5-20s).....registered	100,000,000	6	"	1881	103 1/2	" " " ".....general fund	4,500,000	5	"	1874	92
Loan of March 3, 1865 (5-20s).....registered	246,808,500	6	"	1881	103 1/2	" " " ".....general fund	900,000	5	"	1875	93
Loan of March 3, 1864 (10-40s).....registered	171,000,850	5	"	1881	103 1/2	" " " ".....general fund	800,000	5	"	1878	92
Pacific R. R. Bonds (currency).....registered	10,302,000	6	Jan. & July.	1881	103 1/2	North Carolina—State bonds.....coupon	9,385,500	6	Various.	1860-91	74 1/2
Treasury Notes of July 17, 1861 (7-30s).....	187,350	6	"	1881	112 1/2	Ohio—State Bonds.....(new).....coupon	3,500,000	6	Jan. & July.	1890-92	50 1/2
" June 20, '64 & Mar. 3, '65 1st series.....	699,993,750	6	"	1881	103 1/2	" " " ".....coupon	634,653	6	Jan. & July.	1865	1865
" March 3, 1865.....2d series.....	22,454,444	6	"	1881	103 1/2	" " " ".....coupon	538,798	6	"	1860	98
" " " ".....3d series.....	19,638,506	6	"	1881	103 1/2	" " " ".....coupon	379,886	6	"	1868	1868
Matured Debt not presented.....	147,387,140	6	"	1881	103 1/2	" " " ".....coupon	2,183,532	6	"	1870	100
Gold Certificates of Deposit.....	385,441,849	6	"	1881	103 1/2	" " " ".....coupon	1,600,000	6	"	1875	100
Compound Interest Notes of 1864.....	25,620,280	6	"	1881	103 1/2	" " " ".....coupon	4,096,309	6	"	1881	100
United States Notes (greenbacks).....	11,760,000	6	"	1881	103 1/2	" " " ".....coupon	2,400,000	6	"	1886	100
Fractional currency.....		6	"	1881	103 1/2	" " " ".....coupon	681,038	6	May & Nov.	1868-71	92 1/2
Navy Pension Fund.....		6	"	1881	103 1/2	Pennsylvania—State Stock.....registered	20,206,000	6	Various.	1860-90	95
STATE SECURITIES.											
Alabama—Dollar Bonds.....coupon	2,109,000	6	May & Nov.	1877	100	" " " ".....coupon	6,168,000	6	"	1877-82	95 1/2
"—Sterling.....coupon	648,000	6	Jan. & July.	1876	100	" " " ".....coupon	3,000,000	6	Feb. & Aug.	1871	103
"—Funded Interest Bonds.....	688,000	6	"	1876	100	Rhode Island—State War Bonds.....	3,889,000	6	Jan. & July.	1874	100
Arkansas—State Bonds (issued to banks).....	1,509,000	6	(in default.)	1868	100	South Carolina—State Bonds (sterling).....	431,444	6	Jan. & July.	1863	100
California—Civil bonds of 1857 & '60 coupon.....	2,472,000	6	Jan. & July.	1878-80	117	" " " ".....inscribed	1,708,000	6	"	1868-90	100
"—War bonds.....	2,472,000	6	"	1872	100	" " " ".....coupon	1,409,000	6	"	1870-80	100
Connecticut—State Bonds.....coupon	10,400,000	6	Jan. & July.	1872-80	99 1/2	Tennessee—State Bonds.....coupon	1,949,440	6	April & Oct.	1876-90	100
Georgia—State bonds (sterling).....coupon	72,000	6	Jan. & July.	1892	100	" " " ".....	239,167	6	"	1872-79	100
" " " ".....	2,271,750	6	"	1892	100	" " " ".....	1,706,000	6	"	1872-80	100
" " " ".....	434,000	6	"	1892	100	" " " ".....	21,382,832	6	"	1892	92
Illinois—Canal Bonds.....registered	1,288,887	6	Jan. & July.	1870	97 1/2	" " " ".....	873,813	6	"	1892	92 1/2
"—State Bonds of 1860-79.....coupon	1,765,406	6	"	1870	95	Vermont—State Bonds.....coupon	175,000	6	Various.	1873-83	100
" " " ".....	721,198	6	"	1860-79	100	" " " ".....coupon	1,650,000	6	June & Dec.	1871-78	100
" " " ".....	436,000	6	"	1862-79	100	Virginia—State Bonds.....registered	21,888,398	6	Jan. & July.	1864-96	98
" " " ".....	229,372	6	"	1865-79	100	" " " ".....coupon	11,108,000	6	"	1866-96	60
" " " ".....	2,871,725	6	"	1870-79	102	" " " ".....(sterling).....	1,866,000	6	"	1872	100
" " " ".....	1,778,677	6	"	1877	100	" " " ".....registered	1,866,000	6	"	1876-96	60 1/2
" " " ".....	241,000	6	"	1879	100	" " " ".....coupon	1,866,000	6	"	1876-96	60 1/2
" " " ".....	1,157,700	6	"	1879	97	West Virginia—State Bond.....coupon	200,000	6	"	1876-96	60 1/2
Indiana—State Bonds.....registered	238,009	6	Jan. & July.	1868	87	Wisconsin—State Bonds.....coupon	200,000	6	April & Oct.	1877-88	100
" " " ".....	2,058,173	6	"	1868	87	" " " ".....(war).....	641,800	6	Jan. & July.	1877-88	100
" " " ".....	1,225,000	6	May & Nov.	1886	95	" " " ".....() certificates.....	700,000	6	April & Oct.	1878-98	100
Iowa—State Certificates.....registered	200,000	7	Jan. & July.	1886	100	CITY SECURITIES.					
"—War Loan Bonds.....coupon	300,000	7	"	1877	100	Allegheny—Railroad Bonds (new).....coupon	600,000	4	Jan. & July.	1913	100
Kansas—State Bonds.....coupon	200,000	7	"	1877	100	Baltimore—City Bonds.....		6	quarterly.	1870	100
Kentucky—State bonds.....coupon	447,000	6	"	1877	100	" " " ".....		6	"	1870	100
Louisiana—State Bonds.....coupon	3,204,000	6	"	1877	100	" " " ".....		6	"	1870	100
"—Funded Coupons.....	9,856,000	6	"	1877	100	" " " ".....		6	"	1870	100
Maine—State Certificates.....	532,000	6	"	1877	100	" " " ".....		6	"	1870	100
"—War Loan Bonds.....coupon	4,500,000	6	"	1877	100	" " " ".....		6	"	1870	100
Maryland—State Bonds.....coupon	3,171,902	6	"	1877	100	" " " ".....		6	"	1870	100
" " " ".....	1,727,000	6	"	1877	100	" " " ".....		6	"	1870	100
" " " ".....	3,192,783	6	"	1877	100	" " " ".....		6	"	1870	100
" " " ".....(sterling).....coupon	6,401,000	6	"	1877	100	" " " ".....		6	"	1870	100
Massachusetts—State Scrip.....coupon	68,000	6	"	1877	100	" " " ".....		6	"	1870	100
" " " ".....	244,000	6	"	1877	100	" " " ".....		6	"	1870	100
" " " ".....	375,000	6	"	1877	100	" " " ".....		6	"	1870	100
" " " ".....	220,000	6	"	1877	100	" " " ".....		6	"	1870	100
" " " ".....	6,429,000	6	"	1877	100	" " " ".....		6	"	1870	100
" " " ".....	297,000	6	"	1877	100	" " " ".....		6	"	1870	100
" " " ".....	150,000	6	"	1877	100	" " " ".....		6	"	1870	100
" " " ".....	1,024,000	6	"	1877	100	" " " ".....		6	"	1870	100
" " " ".....	2,030,000	6	"	1877	100	" " " ".....		6	"	1870	100
" " " ".....	1,088,000	6	"	1877	100	" " " ".....		6	"	1870	100
Michigan—\$2,000,000 Loan Bonds.....coupon	250,000	7	"	1877	100	" " " ".....		6	"	1870	100
" " " ".....	1,750,000	6	"	1877	100	" " " ".....		6	"	1870	100
" " " ".....	100,000	6	"	1877	100	" " " ".....		6	"	1870	100
" " " ".....	216,000	6	"	1877	100	" " " ".....		6	"	1870	100
" " " ".....	1,122,000	7	"	1877	100	" " " ".....		6	"	1870	100
" " " ".....	700,000	7	"	1877	100	" " " ".....		6	"	1870	100
Minnesota—State Bonds.....coupon	250,000	8	"	1877	100	" " " ".....		6	"	1870	100
"—Railroad Bonds.....	2,275,000	7	"	1877	100	" " " ".....		6	"	1870	100
Missouri—State Bonds (rail road).....	13,701,000	6	"	1877	100	" " " ".....		6	"	1870	100
" " " ".....(H. & St. R. R.).....	3,000,000	6	"	1877	100	" " " ".....		6	"	1870	100
" " " ".....(Pac. R. R.).....	7,000,000	6	"	1877	100	" " " ".....		6	"	1870	100
" " " ".....New Sinking Fund Bonds.....		7	"	1877	100	" " " ".....		6	"	1870	100
New Hampshire—State Bonds.....	635,000	6	"	1877	100	" " " ".....		6	"	1870	100
"—War Fund Bonds.....coupon	1,650,000	6	"	1877	100	" " " ".....		6	"	1870	100
" " " ".....Notes.....	2,306,000	8	"	1877	100	" " " ".....		6	"	1870	100
New Jersey—State Stock.....inscribed	96,000	6	"	1877	100	" " " ".....		6	"	1870	100
"—War Loan.....coupon	731,000	6	"	1877	100	" " " ".....		6	"	1870	100
New York—State Bonds.....general fund	703,000	7	"	1877	100	" " " ".....		6	"	1870	100
" " " ".....bounty fund	25,566,000	7	"	1877	100	" " " ".....		6	"	1870	100
" " " ".....general fund	1,139,780	6	"	1877	100	" " " ".....		6	"	1870	100
" " " ".....canal fund	702,000	6	"	1877	100	" " " ".....		6	"	1870	100
" " " ".....general fund	500,000	6	"	1877	100	" " " ".....		6	"	1870	100
" " " ".....canal fund	3,050,000	6	"	1877	100	" " " ".....		6	"	1870	100

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1884	194,713	164,433	166,493	194,992	200,397	265,628	295,612	356,408	401,103	357,233	353,344	323,823	3,286,492
1885	289,445	347,211	432,340	355,045	472,483	410,800	493,382	590,584	541,481	675,446	634,243	676,386	5,823,386
1886	476,036	433,549	336,459	412,423	464,306	493,690	467,313	568,504	553,414	641,491	497,350	---	---
Chicago and Alton:													
1881	81,531	75,021	78,561	65,358	75,250	83,761	73,474	126,807	141,174	122,487	104,254	80,268	1,093,464
1882	78,169	93,591	110,935	122,198	81,994	90,625	95,006	128,101	132,639	119,409	115,201	111,965	1,225,001
1883	109,860	101,355	104,372	122,084	132,201	145,642	149,137	167,948	170,044	170,910	156,869	168,294	1,673,706
1884	154,419	166,303	162,723	178,736	200,090	224,267	312,166	354,564	320,879	307,903	307,903	252,016	2,770,494
1885	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	387,950	307,919	236,324	2,840,092
1886	210,171	207,913	304,385	270,389	333,432	368,273	329,870	351,559	318,549	347,037	322,749	---	---
Chicago and Rock Island:													
1881	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	122,319	118,758	1,261,050
1882	120,776	90,607	76,676	76,459	102,353	133,374	119,947	117,086	146,268	161,503	133,798	136,596	1,423,439
1883	130,225	122,512	122,512	126,708	144,996	170,937	189,142	160,309	210,729	216,030	196,435	201,184	1,959,267
1884	158,735	176,482	243,150	186,013	198,679	243,178	224,980	307,874	375,860	324,866	336,017	321,087	3,096,470
1885	246,331	289,403	196,830	234,612	321,818	244,121	304,251	389,489	307,523	270,773	201,779	---	3,313,514
1886	241,395	183,285	257,230	197,896	284,505	290,642	224,112	310,446	396,050	422,124	331,008	---	---
Chicago and Northwestern:													
1881	---	---	---	---	---	366,100	281,334	296,169	473,186	551,122	436,945	407,683	2,811,544
1882	---	---	---	---	---	565,145	480,710	519,800	669,605	729,759	716,378	663,400	6,114,568
1883	---	---	---	---	---	586,623	747,942	797,508	946,707	921,888	749,191	546,609	7,969,980
1884	---	---	---	---	---	735,082	770,990	775,284	999,063	1,210,654	1,008,680	---	---
Chicago and Great Eastern:													
1881	13,316	11,063	13,670	12,188	10,703	15,520	15,110	20,655	20,762	26,334	26,334	25,461	211,077
1882	24,343	24,344	22,773	19,467	22,411	22,618	21,401	31,693	31,767	33,678	33,678	37,440	328,656
1883	36,829	36,804	35,445	40,641	37,638	38,068	30,208	60,198	61,485	61,787	61,386	60,895	623,364
1884	47,392	66,536	67,822	61,812	59,182	58,178	53,518	85,459	87,037	97,816	94,643	78,111	8,096,470
1885	77,878	77,242	83,450	75,514	76,674	91,957	91,076	97,145	106,389	118,610	118,293	91,664	1,108,821
1886	90,415	79,340	111,102	107,072	130,400	118,990	86,037	107,061	108,037	132,725	139,911	---	---
Erie:													
1881	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,181
1882	699,097	601,596	608,006	626,070	587,416	528,842	596,204	616,962	756,421	835,136	802,908	869,859	8,400,334
1883	859,949	968,445	968,445	968,445	848,783	770,143	731,243	697,092	816,901	966,294	1,024,649	1,035,321	10,469,481
1884	1,009,607	1,009,607	1,009,607	1,009,607	1,009,607	1,009,607	1,009,607	1,009,607	1,009,607	1,009,607	1,009,607	1,009,607	10,469,481
1885	1,001,007	947,146	1,266,566	1,468,455	1,133,461	1,177,372	1,202,180	1,331,049	1,336,615	1,438,689	1,522,472	1,429,765	15,484,776
1886	1,187,188	983,856	1,070,434	1,163,295	1,001,689	1,243,143	1,203,402	1,290,330	1,411,347	1,480,251	1,417,827	---	---
Illinois Central:													
1881	321,944	279,263	229,334	192,054	193,438	177,829	189,280	268,963	289,862	284,020	243,240	224,401	2,899,612
1882	190,130	236,637	181,084	191,645	206,249	269,282	261,079	362,786	414,543	410,336	372,593	359,463	3,445,827
1883	299,844	271,085	275,043	289,224	324,687	407,992	345,929	511,305	475,676	496,433	437,679	424,531	4,671,028
1884	297,900	416,593	459,782	432,797	466,872	510,100	423,578	640,179	799,236	661,391	657,141	603,492	6,329,447
1885	671,636	528,972	616,696	616,696	600,573	617,682	674,043	747,669	739,736	641,589	643,887	618,088	7,181,208
1886	632,823	612,923	616,822	606,773	607,830	600,025	497,115	596,074	551,021	639,195	570,485	---	---
Marietta and Cincinnati:													
1881	33,904	26,252	25,891	38,579	32,668	29,384	37,271	58,687	46,452	81,329	65,267	48,544	612,219
1882	35,203	53,778	60,640	64,806	55,326	40,708	58,704	82,964	77,112	83,059	76,784	68,863	710,225
1883	77,010	74,409	69,901	82,389	83,993	78,097	91,809	90,972	93,548	96,548	96,908	96,453	1,088,166
1884	96,672	87,191	93,765	78,607	76,249	107,525	104,608	115,184	125,252	116,495	116,146	105,767	1,234,069
1885	90,071	84,815	82,910	82,722	95,664	106,315	96,023	106,410	103,333	111,444	110,932	---	---
Milwaukee and Prairie du Chien:													
1881	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,936	1,163,407
1882	83,908	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,389	122,272	61,535	1,163,734
1883	67,180	76,182	44,925	58,177	106,967	111,280	71,587	69,353	156,417	205,055	138,342	112,913	1,247,258
1884	102,749	115,136	68,221	140,418	166,747	212,209	139,547	113,399	188,213	175,528	149,099	117,013	1,711,281
1885	98,184	74,283	70,740	106,689	148,943	224,838	217,160	170,555	228,020	310,695	226,840	110,664	1,986,712
1886	121,776	84,597	72,135	108,082	267,488	262,172	170,795	116,224	160,899	245,701	244,364	---	---
Michigan Southern & Northern Indiana:													
1881	140,925	116,933	153,170	186,961	170,362	161,391	126,558	178,773	235,990	276,181	231,265	189,077	2,189,077
1882	163,152	165,728	167,500	193,120	200,826	181,983	180,915	226,819	276,109	325,818	305,284	279,539	2,947,333
1883	248,784	230,603	257,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,260	348,048	3,302,541
1884	260,600	304,445	338,454	330,651	267,126	315,258	275,891	358,962	402,219	407,107	448,934	411,906	4,120,165
1885	363,996	366,361	413,974	395,180	351,489	387,095	301,613	418,575	498,406	524,760	495,073	351,709	4,826,722
1886	312,546	277,234	412,893	409,427	426,493	392,641	338,499	380,452	429,191	500,404	416,690	---	---
Michigan Central:													
1881	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,848	307,333	242,089	200,134	2,124,314
1882	220,159	159,659	151,902	175,696	186,039	174,002	172,189	216,624	296,968	322,369	307,474	258,034	2,660,702
1883	242,073	245,658	236,432	238,495	236,463	206,221	193,328	215,449	308,168	375,483	339,794	306,186	3,108,065
1884	252,435	278,848	348,802	358,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	276,470	3,970,946
1885	306,324	279,137	344,228	387,241	401,456	365,663	329,103	413,501	460,631	490,694	447,670	328,969	4,504,549
1886	282,438	265,796	337,158	343,787	365,196	335,093	324,956	359,645	429,160	493,640	414,604	---	---
Milwaukee and St. Paul:													
1881	61,965	46,474	64,983	83,202	131,443	128,970	90,662	86,482	164,710	221,638	198,135	129,227	1,402,106
1882	93,181	86,525	96,905	104,269	203,018	237,562	261,965	241,370	300,841	395,679	346,717	171,125	2,836,601
1883	131,707	122,621	124,176	121,904	245,511	243,944	209,199	183,223	275,906	304,257	327,926	---	---
New York Central:													
1881	749,163	631,966	710,814	770,223	736,114	610,417	749,571	752,341	892,744	1,018,375	968,228	1,002,768	9,693,244
1882	920,272	790,167	867,590	911,397	839,125	841,165	815,512	840,450	1,079,561	1,045,041	1,167,818	1,109,853	11,099,853
1883	921,831	936,537	969,024	1,105,894	1,004,435	1,029,736	1,055,793	1,273,117	1,450,076	1,227,113	1,187,605	1,116,829	13,859,749
1884	957,869	965,659	1,246,734	1,255,521	1,182,701	1,162,024	1,495,753	1,524,434	1,526,839	1,486,366	1,117,853	1,175,128	16,576,128
1885	1,086,390												

AMERICAN RAILROAD BOND LIST.

) signifies that the road is in the hands of receivers, (†) that the company is in default in its interest, "S. F.," Sinking Fund, "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest.		Due.	Price.	Description.	Amount.	Interest.	Interest.		Due.	Price.
			When payable.	Where payable.						When payable.	Where payable.		
Alabama and Florida:							Chicago and Milwaukee:						
Mortgage	\$300,000	7			1867		1st General Mort	2,000,000	7	Jan. & July.	New York.	1898	94
Convert. (guar. by Dir.)	150,000	7			1863		Chicago and Great Eastern:						
Alabama and Tenn. Rivers:							1st Mortgage	5,600,000	7	Apr. & Oct.	New York.	1896	71
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872		Chicago and Rock Island:						
2d Mortgage	225,705	8			1864		1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	102
Albany and Susquehanna:							Income bonds	51,000	8	May & Nov.	"	var.	
Mortgage	1,016,789	7	April & Oct.	Albany.	1883		Chicago and Northwestern:						
Allegheny Valley:							Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1886	97
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891		General 1st Mortgage	3,600,000	7	"	"	1886	88 1/2
Atlantic and Gt. Western:							Funded Coupon Bonds	756,000	7	May & Nov.	"	1883	88
1st Mortgage, N. Y. Division	895,000	7	Jan. & July.	London.	1879	80	Consolidated Sinking Fund	948,000	7	F. M. A. & N.	"	1915	84 1/2
2d Mortgage	774,700	7	April & Oct.	"	1881	75	Equipment Bonds	270,483	7	Jan. & July.	"	1874	
1st Mortgage, Penn.	2,324,800	7	"	"	1877	81	Appleton Extension Bonds	184,000	7	Feb. & Aug.	"	1885	88
2d Mortgage	913,500	7	Jan. & July.	"	1882	77	Green Bay Extension Bonds	300,000	7	"	"	1886	75
1st Mortgage, Franklin Branch	349,000	7	June & Dec.	"	1882		Flagg Trust Bonds	245,000	8	Jan. & July.	"		
1st Mortgage, Ohio Division	3,764,400	7	April & Oct.	New York.	1876	88	Cincinnati, Hamilton and Dayton:						
2d Mortgage	2,880,000	7	Jan. & July.	"	1883	95	1st Mortgage	379,000	7	Jan. & July.	New York.	1887	110
1st Mortgage, Buffalo Exten'n.	1,492,000	7	Feb. & Aug.	"	1884		2d Mortgage	1,250,000	7	May & Nov.	"	1880	116
1st Mortgage, Silver Creek	200,000	7	March & Sept.	"	1884		Cincinnati, and Zanesville:						
Consolidated Bonds	16,333,500	7	Quarterly.	London.	1890		1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Atlantic and St. Lawrence:							Cleveland and Mahoning:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92	1st Mortgage	350,000	7	Feb. & Aug.	New York.	1873	107
Sterling Bonds (Coupon)	484,000	6	Nov. & May.	London.	1878	96	3d Mortgage	537,000	8	March & Sept.	"	1876 1/2	
City of Portland Loan (Coup.)	1,000,000	6	Various.	N. Y., P. & Bos.	1887-70		Hubbard Branch	105,800	7				
Baltimore and Ohio:							Clev., Painesville and Ashtabula:						
Maryland Sterling Bds of 1833.	3,000,000	6	Ja. Ap. Ju. Oc.	London.	1838		Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	121
Mortgage Coupon	2,391,500	6	April & Oct.	Baltimore.	1885	98	Dividend Mortgage	1,000,000	7			1880	
" " " 1850.	678,000	6	Jan. & July.	"	1880	98	Cleveland and Pittsburg:						
" " " 1855.	1,085,000	6	Jan. & July.	"	1875	97	2d Mort. (M. L.) or 1st Extension	1,129,000	7	March & Sept.	New York.	1873	93
" " " 1834.	960,084	6	Ja. Ap. Ju. Oc.	"	1867	100	3d Mort. (M. L.) or 2d Extension	1,619,500	7	"	"	1876	82
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	92	4th Mort. (M. L.) or 3d Extension	1,108,123	6	Jan. & July.	"	1892	75
Bay de Noquet and Marquette:							River Line bonds	4,000	7			1887	
Income	100,000	8	April & Oct.	Boston.	1870		Dividend bonds	18,725					
Bellefontaine and Indiana:							Income bonds	3,500					
1st Mortgage convertible	368,000	7	Jan. & July.	New York.	1866	101 1/2	Clev., Columbus and Cin.:						
1st Mortgage extended	422,000	7	"	"	1870-79		1st Mortgage, Coupon	475,000	7	Jan. & July.	New York.	1874-80	
2d Mortgage	118,000	7	"	"	1870		Cleveland and Toledo:						
Income bonds	87,000				1870		Junction 1st Mortgage 1st Div.	213,000	7	April & Oct.	New York.	1887	
Belvidere Delaware:							Junction 1st Mortgage 2d Div.	146,000	7	June & Dec.	"	1872	
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	88	C. & T. Mortgage Bonds	300,000	7	April & Oct.	"	1886	
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	81	C. and T. Income (convertible)	6,000	7	March & Sept.	"	1870	
3d Mortgage (do.)	693,000	6	Feb. & Aug.	"	1877		C. and T. (S. F.) Mortgage	2,081,000	7	Jan. & July.	"	1885	98 1/2
Boston Concord and Montreal:							Columbus and Xenia:						
1st Mortgage	61,000	6	Feb. & Aug.	Boston.	1865		Dividend	36,650		June & Dec.	New York.	1866	
1st Mortgage	300,000	7	"	New York.	1865		Mortgage	248,000					
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	97	Connecticut River:						
2d Mortgage Coupons	250,000	7	"	New York.	1870	90	Mortgage	250,000	6	March & Sept.	Boston.	1878	91 1/2
Sinking Fund	338,000	6	"	Boston.	1889	97	Connecticut and Passump. Rivers:						
Boston and Lowell:							1st Mortgage	605,700	6	June & Dec.	Boston.	1876	95 1/2
Mortgage	440,000	6	Jan. & July.	Boston.	1873	100 1/2	Cumberland Valley:						
"	200,000	6	"	"	1879	99 1/2	1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
Buffalo, New York and Erie:							2d Mortgage	109,500	8	"	"	1904	
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	95	Dayton and Michigan:						
2d Mortgage coupon	280,000	7	May & Nov.	"	1872	103	1st Mortgage	283,000	7	Jan. & July.	New York.	1867	114
Buffalo and State Line:							2d Mortgage	2,622,000	7	"	"	1881	103
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101	3d Mortgage	642,000	7				
Income in '69, '71, '72.	200,000	7	Jan. & July.	"	var.		Toledo depot bonds	169,500	7				
Special Erie and North-East	149,000	7	"	"	'61-'70		Funded Interest	34,220	7				
Burlington and Missouri:							Dayton and Western:						
New Land Mortgage	1,180,960	7	April & Oct.	New York.	1870		1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
Convertible bonds	600,000	7	Jan. & July.	"	1870		2d Mortgage	250,000	7	June & Dec.	"	40	
Old Road bonds	121,160	7					Delaware:						
Camden and Amboy:							1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	102 1/2
English debt (S. F.) \$400,300.	1,937,452	6	Semi-annual.	London.	1880		Guaranteed	100,000	6	"	"	1875	106
American Loan	3,120	6	"	New York.	1864		State Loan	170,000	6	"	"	1876	
Loan for \$500,000	211,600	6	"	"	1867	100	Delaware, Lackawanna and W'n:						
" " \$800,000	354,100	6	"	"	1870	95 1/2	1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	102
" " \$675,000	675,000	6	"	"	1875	92	1st Mortgage (E. Extension)	1,499,000	7	"	"	1875	101
" " \$1,700,000	1,700,000	6	"	"	1883	92	2d Mortgage	2,516,500	7	March & Sept.	"	1881	101
" " \$2,500,000	867,000	6	"	"	1889	92	Des Moines Valley:						
Consolid. Mort. Loan \$5,000,000	4,420,400	6	"	"	1889	95	1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	100
Camden and Atlantic:							Income	348,000	7	Jan. & July.	"	1884	80
1st Mortgage Coupon	1,034,775	7	Feb. & Aug.	Philadelphia.	1872	85	Detroit and Milwaukee:						
Catawissa:							1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	90
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882		2d Mortgage	1,000,000	8	"	"	1886	
Cayuga and Susquehanna:							3d Mortgage (convertible)	750,000	10	"	"	1863	
1st Mortgage	300,000	7	Jan. & July.	New York.	1865		4th Mortgage (G. W. R. R.)	500,000	8				
Central of New Jersey:							Dubuque and Sioux City:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	103	1st Mortgage coupon 1st Div'n	300,000	7	Jan. & July.	New York.	1883	84
2d Mortgage	600,000	7	May & Nov.	"	1875	100 1/2	Construction bonds, 2d Div'n	660,000					
Central Ohio:							Eastern (Mass.):						
1st Mortgage W. Div.	460,000	7	May & Nov.	Zanesville.	1890	89	2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	96 1/2
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	"	1865		3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	97 1/2
2d Mortgage	800,000	7	June & Dec.	New York.	1885	101	1st M. (State) \$75,000 a y'r after '64	425,000	5	Ja. Ap. Ju. Oc.	"	'66-'71	
1st Mortgage (S. F.)	950,000	7	"	"	1885	85	Essex Railroad Bonds	214,400	6			1876	
4th Mortgage (S. F.)	1,365,800	7	"	"	1875	60	East Tennessee and Georgia:						
Income	1,192,200	7	Jan. & July.	"	'57-'60		State, 1st Mortgage	970,000					
Charleston and Savannah:							Endorsed by State of Tennessee	150,000					
1st Mortgage (endorsed)	510,000	6					Mortgage (ordinary)	790,688					
2d Mortgage	1,000,000	7					East Tennessee and Virginia:						
Cheshire:							State, 1st Lien	1,602,000					
Bonds of '75, '77, '80	677,400	6	Jan. & July.	Boston.	var.	95 1/2	Endorsed by State of Tenn.	200,000					
Chicago, Burlington & Quincy:							1st Mortgage (after State)	100,000					
Trust Mort. S. F., convertible	356,000	8	Jan. & July.	New York.	1883	112	Redeemable in Stock	66,953					
" " " " " " " " " "	3,160,000	8	"	"	1883		Eaton and Hamilton:						
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	"	1890		1st Mortgage	757,734	†			var.	
2d Mortgage, inconvertible	941,000	4 1/2	July.	Frankfort O.M.	1890		Erie and North-East:						
Chicago and Aurora 1st Mort.	92,000	7	Jan. & July.	New York.	1867	100	Exchanged for Buff. and St. L.	142,000	7	Jan. & July.	New York.	61-'70	
Central Military Tract, 2d Mort.	58,000	8	May & Nov.	"	1868		Evansville and Crawfordsville:						
C. B. & Q. Serip	457,406		Jan. & July.	Frankfort O.M.			Mortgage Bonds	1,090,000	7			1869	
Chicago and Alton:							Mortgage Bonds	150,000	7			1881	
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	101 1/2	Florida:						
1st Mortgage prof. S. F.	519,000	7	April & Oct.	"	1877	102	Internal Improvement (State)	1,655,000	7			1891	
Income Bonds	1,700,000	7	May & Nov.	"	1883	93 1/2	Free Land, 2d Mortgage	1,500,000	8			1891	

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var.," that the bonds fall due at different periods.

Description.	Amount	Interest	Interest.		D	Price.	Description.	Amount	Interest	Interest.		Dec.	Price.
			When payable.	Where payable.						When payable.	Where payable.		
Florida, Atlantic and Gulf Centr.: Internal Improvement (State).....	\$300,000	7	-----	-----	1891	-----	Memphis and Charleston State [Tenn.] Loan.....	\$1,501,990	6	Jan. & July.	New York.	1880	-----
Free Land, 2d Mortgage.....	200,000	8	-----	-----	1891	-----	1st Mortgage.....	1,254,000	7	May & Nov.	"	-----	-----
Galena and Chicago Union: 1st Mortgage Coupon.....	1,963,000	7	Feb. & Aug.	New York.	1882	100	Michigan Central: 1st Mortgage Sterling.....	467,489	6	Jan. & July.	London.	1872	-----
2d Mortgage (S. F.) Coupon.....	1,086,000	7	May & Nov.	"	1875	98	1st Mortgage S.F. (convertible).....	500,000	8	March & Sept.	"	1869	-----
Elgin and State Line.....	189,000	7	Jan. & July.	"	1879	-----	1st Mortgage (convert.) Dollar.....	1,995,500	8	"	N.Y. & Boston	1869	104
Mississippi River Bridge.....	200,000	7	Jan. & July.	"	1884	-----	1st Mortgage (convert.) Dollar.....	247,000	8	April & Oct.	"	1882	111
Great Western, Ill.: 1st Mortgage Western Division.....	1,000,000	10	April & Oct.	New York.	1863	106	1st Mortgage (S. F.) convertible.....	4,263,500	8	"	"	1882	111
" Eastern.....	1,360,000	7	Feb. & Aug.	"	1866	102½	Mich. Southern and N'n Indiana: Northern Indiana, 1st.....	4,000	7	Feb. & Aug.	New York.	1861	-----
Hannibal and St. Joseph: Missouri State Loan (1st lien).....	3,000,000	6	Jan. & July.	New York.	73-78	85	Erie and Kalamazoo.....	37,000	7	March & Sept.	"	1862	-----
Land Security.....	3,344,600	7	April & Oct.	"	1881	92	Northern Indiana, Plain.....	1,000	7	Feb. & Aug.	"	1863	-----
Convertible Bonds.....	822,000	7	Jan. & July.	"	1883	97	Goshen Air Line.....	651,000	7	"	"	1868	96
Harriaburg and Lancaster: New Dollar Bonds.....	661,000	6	Jan. & July.	Philadelphia.	1883	100	Detroit and Toledo.....	784,000	7	"	"	1876	94½
Hartford and New Haven: 1st Mortgage.....	927,000	6	Feb. & Aug.	New York.	1883	99	1st General Mortgage (S. F.).....	4,855,000	7	May & Nov.	"	1886	90
Houston: 1st Mortgage.....	202,500	6	Jan. & July.	Bridgeport.	1877	-----	2d General Mortgage.....	2,253,500	7	"	"	1877	90
Houston and Texas Central: State (1st Lien) Loan.....	210,000	-----	-----	-----	-----	-----	Milwaukee and St. Paul: 1st Mortgage.....	4,600,000	7	Feb. & Aug.	New York.	1893	98
Mortgage.....	125,000	7	-----	-----	-----	-----	2d Mortgage.....	1,500,000	7	April & Oct.	"	1874	80
Hudson River: 1st Mortgage.....	4,000,000	7	Feb. & Aug.	New York.	69-70	102½	Real Estate Depot.....	2,400,000	-----	-----	-----	-----	-----
2d Mortgage (S. F.).....	2,000,000	7	June & Dec.	"	1885	100	Milwaukee and Prairie du Chien: 1st Mortgage (coupon).....	402,000	7	Jan. & July.	New York.	1891	100
3d Mortgage.....	1,840,000	7	May & Nov.	"	1875	99	Minnesota and Pacific.....	1,200,000	7	Jan. & July.	"	1892	-----
Convertible.....	1,002,000	7	"	"	1867	100	Real Estate.....	-----	-----	-----	-----	-----	-----
Illinois Central: Optional Right Bonds.....	32,000	7	Jan. & July.	New York.	1868	-----	Mississippi Central: 1st Mortgage.....	1,007,363	7	-----	-----	-----	-----
Construction.....	6,837,000	7	April & Oct.	London.	1875	-----	Mississippi Central and Tenn.: State (Tenn.) Loan.....	529,000	6	-----	-----	-----	-----
Construction.....	2,896,500	6	"	New York.	1875	106	Mississippi and Missouri: 1st Mortgage (convertible).....	1,000,000	7	-----	New York.	-----	-----
Redemption bonds.....	2,663,000	6	"	"	1890	-----	2d Mortgage (S. F.).....	400,000	8	-----	"	-----	-----
Indiana Central: 1st Mortgage (convertible).....	600,000	7	Jan. & July.	New York.	1866	-----	Oakalosa Division.....	688,556	7	Jan. & July.	"	1875	184
2d Mortgage.....	264,000	10	"	"	-----	117	1st Land Grant.....	3,612,000	7	-----	"	-----	61
Income.....	20,500	-----	-----	-----	-----	-----	2d Land Grant.....	691,000	-----	-----	"	-----	-----
Indianapolis and Cincinnati: 1st Mortgage.....	500,000	7	Jan. & July.	New York.	1866	106	Income Bonds.....	513,300	-----	-----	-----	-----	-----
2d Mortgage.....	400,000	7	"	"	1862	100	Mississippi and Tennessee: Tennessee State Loan.....	98,000	6	-----	-----	1886	-----
Real Estate Mortgage.....	200,000	7	"	"	1863	88	Mississippi State Loan.....	202,099	6	-----	-----	-----	-----
Ind., Pittsburg and Cleveland: 1st Mortgage.....	650,000	7	Jan. & July.	New York.	1870	-----	1st Mortgage.....	171,000	7	-----	-----	1876	-----
2d Mortgage.....	347,000	7	"	"	-----	-----	Mobile and Ohio: City (Mobile) Tax Loan.....	400,000	6	-----	-----	-----	-----
Indianapolis and Madison: Mortgage.....	640,000	7	May & Nov.	New York.	1881	100	Tennessee State Loan.....	674,860	6	-----	-----	-----	-----
Jeffersonville: 1st Mortgage.....	187,000	7	March & Sept.	New York.	1861	75	Alabama State Loan.....	386,410	6	-----	-----	-----	-----
2d Mortgage.....	392,000	7	April & Oct.	"	1873	70	Income.....	1,508,070	8	Jan. & July.	New York.	61-67	-----
Joliet and Chicago: 1st Mortgage (S. F.).....	500,000	8	April & Oct.	New York.	1883	-----	Sterling.....	878,036	6	-----	-----	1883	-----
Joliet and N. Indiana: 1st Mortgage (guar.).....	800,000	8	Jan. & July.	New York.	1874	-----	Mississippi State Loan.....	200,970	6	-----	-----	-----	-----
Kennebec and Portland: 1st Mortgage (City and Town).....	900,000	6	April & Oct.	Boston.	1870	-----	Mongomery and West Point: Alabama State Loan.....	122,622	-----	-----	-----	-----	-----
2d Mortgage.....	230,000	6	"	Augusta.	1861	-----	Mortgage (due 1880, '83 and '85).....	350,000	6	-----	-----	var.	-----
*Kentucky Centr. (Gov. and Lex.) 1st Mortgage.....	160,000	6	-----	-----	-----	-----	Mortgage.....	450,000	8	-----	-----	1866	-----
1st Mortgage.....	260,000	7	-----	-----	-----	-----	Morris and Essex: 1st Mortgage (S. F.).....	3,084,778	7	May & Nov.	New York.	1915	96½
2d Mortgage (convertible).....	1,000,000	7	-----	-----	-----	-----	Muscogee: 1st Mortgage.....	249,000	7	-----	-----	-----	-----
3d Mortgage.....	600,000	7	-----	-----	-----	-----	Nashville and Chattanooga: Mortgage (State endorsed).....	1,500,000	-----	-----	-----	-----	-----
Guaranteed by Covington.....	200,000	6	-----	-----	-----	-----	Chat. and Olev. Subec. (endors.).....	231,000	-----	-----	-----	-----	-----
La Crosse, Viroqua & Mineral Pt.: 1st Mortgage.....	4,000,000	7	June & Dec.	New York.	1883	-----	*New Albany and Salem: 1st Mortgage.....	2,235,000	6	-----	-----	-----	-----
Lehigh Valley: 1st Mortgage.....	1,477,000	6	May & Nov.	Philadelphia.	1873	98	N. Hav., N. Lond. and Stonington: 2d Mortgage.....	200,000	6	Jan. & July.	New Haven.	1868	98
La Crosse and Milwaukee: 1st Mortgage (Eastern Div.).....	875,000	7	May & Nov.	Milwaukee.	1872	-----	Extension.....	116,000	6	May & Nov.	"	1878	-----
Lackawanna and Bloomsburg: 1st Mortgage.....	2,024,578	7	Jan. & July.	Philadelphia.	1881	-----	New Haven and Northampton: 1st Mortgage.....	500,000	7	Jan. & July.	New Haven.	1869	-----
Lexington and Frankfort: Mortgage, due 1869 and '74.....	79,000	6	-----	Lexington.	69-74	-----	1st Mortgage (H. & Hamp.).....	103,000	6	-----	"	-----	-----
Little Miami: Mortgage (coupon).....	1,200,000	6	May & Nov.	New York.	1883	100	New Jersey: Company's (various).....	805,000	6	Semi-annually.	New York.	var.	100
Long Island: State Loan (S. F.).....	100,000	5	Jan. & July.	New York.	1876	-----	New London Northern: 1st Mortgage.....	60,000	7	Jan. & July.	New London.	1871	100
2d Mortgage.....	500,000	6	"	"	1870	92	Extension Bonds.....	72,800	6	March & Sept.	"	1885	-----
Extension Bonds.....	175,000	7	May & Nov.	"	1890	110	N. Or'n's, Jackson and Gt. North: State [Miss.] Loan.....	255,000	5	-----	-----	63-78	-----
Long Dock Co.: Mortgage Bonds.....	2,007,000	7	June & Dec.	New York.	1882	100½	1st Mortgage Coupon.....	2,365,000	8	Jan. & July.	New York.	1886	-----
Louisville and Frankfort: Louisville Loan.....	100,000	6	Jan. & July.	New York.	1881	-----	N. Orleans, Opelousa, and Gt. West.: Louisiana State Loan.....	641,000	6	-----	-----	-----	-----
1st Mortgage.....	145,000	6	"	"	67-78	-----	New Orleans City Subscription.....	1,500,000	5	-----	-----	-----	-----
Louisville and Nashville: 1st Mortgage Main Stem.....	1,056,000	7	Feb. & Aug.	New York.	67-77	-----	1st Mort (S. F.).....	566,000	8	-----	-----	1889	-----
Lebanon Branch 1st Mortgage.....	1,000	7	-----	-----	1866	-----	New York Central: Premium (S. F.) Bonds.....	6,450,439	6	May & Nov.	New York.	1883	94
Memphis Branch 1st Mortgage.....	281,000	7	-----	-----	70-75	-----	Debts of former Co. as outst'ding.....	100,000	-----	-----	-----	-----	-----
Bardstown and Louisville.....	30,000	7	-----	-----	1870	-----	Funding (S. F.) Bonds.....	1,398,000	7	Feb. & Aug.	"	1876	106½
City of Louisville bonds.....	1,137,000	-----	-----	-----	86-87	-----	Exchanged S.F.s (S. F.) B'ds.....	606,000	6	May & Nov.	"	1883	91
Maine Central: Loan \$1,100,000.....	1,092,900	6	-----	-----	80-81	-----	" " " " B. & N. F.....	77,000	6	"	"	1883	87
Loan \$400,000.....	314,100	6	-----	-----	70-71	-----	Real Estate (S. F.) Bonds.....	166,000	6	"	"	1883	86
McMinnville and Manchester: State [Tenn.].....	372,000	6	-----	-----	-----	-----	Real Estate Bonds & Mortgages.....	139,815	7	var.	"	var.	-----
Mortgage.....	24,000	7	-----	-----	-----	-----	" " " " ".....	45,560	6	"	"	1883	-----
Marietta and Cincinnati: 1st Mortgage Bonds.....	2,368,336	7	Feb. & Aug.	New York.	1891	85½	Bonds of Aug. 1859, Convertible.....	460,000	7	Feb. & Aug.	"	1876	115
1st Mortgage Sterling.....	1,000,000	7	"	"	1891	-----	Bonds of Oct. 1863, (S. F.).....	2,925,000	6	June & Dec.	"	1887	98
Scioto & Hocking Val. R. mort. Memphis, Clarkesv. and Louisv.: State [Tenn.] Loan.....	910,000	6	-----	-----	-----	-----	New York and Erie: 1st Mortgage.....	3,000,000	7	May & Nov.	New York.	1867	100
Memphis and Ohio: State [Tenn.] Loan.....	1,340,000	6	-----	-----	-----	-----	2d Mortgage.....	4,000,000	7	March & Sept.	"	1879	104
							3d Mortgage.....	6,000,000	7	"	"	1883	99
							4th Mortgage.....	4,441,000	7	April & Oct.	"	1880	93½
							5th Mortgage.....	926,500	7	June & Dec.	"	1888	94½
							Buffalo Branch.....	186,400	7	Jan. & July.	"	1891	94½
							Sterling Bonds.....	3,816,582	-----	-----	London.	1876	-----
							New York and Harlem: 1st Mortgage.....	3,000,000	7	May & Nov.	New York.	1873	100
							Consolidated.....	1,000,000	7	Feb. & Aug.	"	-----	100
							3d Mortgage.....	990,300	7	Jan. & July.	"	1867	100
							New York and New Haven: Mortgage Bonds Coupon.....	1,088,000	6	April & Oct.	New York.	1876	98
							N. York, Providence and Boston: 1st Mortgage.....	500,000	6	Feb. 1st Aug.	New York.	73-78	-----

AMERICAN RAILROAD BOND LIST.

* signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description	Amount	Interest	Interest		Due	Price	Description	Amount	Interest	Interest		Due	Price
			When payable	Where payable						When payable	Where payable		
North Carolina:							Richmond and Danville:						
Mortgage Loan	\$359,000	8	Mar. & Sept.		1867		State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York	'87-'88	
North-Eastern (S. C.):							Guaranteed by State	200,000	7	April & Oct.	Richmond	1876	
1st Mortgage	700,000						Mortgage (Coupon)	822,000	7	Feb. & Aug.	"	1876	
2d Mortgage	224,500						Mortgage (Registered)	504,000			"	1873	
Northern Central:							Richmond, Fred. and Potomac:						
Md. State Loan (Irredeemable)	1,500,000	6	Jan. Ap. Ju. Oc.	Baltimore			Sterling (£267,000)	324,000	6			1890	
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102	Richmond and Petersburg:						
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871		Coupon	159,000				1875	25
Y. and C. guar. by Balt. 3d Mort.	500,000	6	Jan. & July.	"	1877	91	Rutland and Burlington:						
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	88	1st Mortgage	1,800,000	7	Feb. & Aug.	Boston	1883	1 2
North Missouri:							2d Mortgage	937,500	7	"	"	1883	61
State Loan (30 years)	4,350,000	6	Jan. & July.	New York	'72-'87	90	3d Mortgage	440,000	7	"	"	1883	1
North Pennsylvania:							Sacramento Valley:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia	1875	92	1st Mortgage	400,000	10	Jan. & July.	New York	1875	
Chattel Mortgage	300,000	10	"	"	1887	115	2d Mortgage	329,000	10	Feb. & Aug.	San Francisco	1881	
Northern (N. H.):							Sandusky, Dayton and Cincinnati:						
Bonds due 1884 and 1874	151,400	6	April & Oct.	Boston	1874	92	1st Mortgage	981,000	7	Feb. & Aug.		1900	75
Norwich and Worcester:							2d Mortgage	16,000	7	"		1886	
Mass. State Loan	400,000	6	Jan. & July.	Boston	1877		3d Mortgage	148,000	7	"		1875	
Bonds for Dividend Scrip	50,000	7	"	New York	'64-'74		Six per cents	73,972	6	"		1878	
Steamboat Bonds	121,000	7	Feb. & Aug.	"	'63-'70		Sandusky, Mansfield and Newark:						
Ohio and Mississippi:							1st Mortgage	1,290,000	7	Jan. & July.	New York	1886	
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York	1872	92	Saratoga and Whitehall:						
1st Mortgage—Western	850,000	7	"	"	1872		1st Mortgage	250,000	7	April & Oct.	New York	1889	
2d Mortgage—Western	750,000	7	"	"	1874		1st Mortgage (R. and W. Br.)	100,000	7	March & Sept.	"	1886	
Orange and Alexandria:							Seaboard and Roanoke:						
1st Mortgage	400,000	6	May & Nov.	New York	1886		1st Mortgage	300,000	7	"		1880	
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	"	1875		2d Mortgage	75,000	7	"		1870	
2d Extension	600,000	8	May & Nov.	"	1873		South Carolina:						
Ogdensburg & Lake Champlain:							State Loan	187,000	5			1888	
1st Mortgage	1,494,000	7	April & Oct.	Boston	1869	100	Domestic Bonds	650,000	5			'69-'74	
2d Mortgage (now stock)						74	Domestic Bonds, past due	234,000	5				
Oswego and Syracuse:							Sterling	2,000,000	5	Jan. & July.	London	1866	
1st Mortgage	225,000	7	Jan. & July.	Oswego	'70-'80		Southern Mississippi:						
Pacific (Mo.):							1st Mortgage	500,000					
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York	'71-'87	91	South-Western (Ga.):						
State Loan (S. W. Branch)	1,288,000	6	"	"	'87-'89		1st Mortgage	631,000				1875	
Construction Main Line	1,500,000	7	"	"	"	86	Steuern and Ind. (P. C. and O.):						
" S. W. Branch	3,232,000	7	"	"	"		1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia	1870	
St. Louis County bonds	700,000	7	"	"	"	1886	Sunbury and Erie:						
Panama:							1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia	1877	86
1st Mortgage Sterling	415,000	7	April & Oct.	London	1870	101	Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	
1st Mortgage Sterling	346,000	7	April & Oct.	"	1875		Syracuse, Binghamton and N. Y.:						
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872		1st Mortgage Coupon	1,400,000	7	April & Oct.	New York	1876	
Peninsula:							St. Louis, Alton & Terre Haute:						
1st Mortgage	1,029,000	7	March & Sept.	New York	1893	80	1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York	1894	100
Pennsylvania:							" (series B)	1,100,000	7	April & Oct.	"	1894	
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia	1880	102	2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	81
2d Mortgage	2,921,000	6	April & Oct.	"	1875	98	" " (series D)	1,400,000	7	May & Nov.	"	1894	
1st Mortgage Sterling	2,283,840	6	"	London	1875		" " Income (series E)	1,700,000	7	"	"	1894	77
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg	1894	102	Toledo, Peoria & Warsaw:						
Penobscot and Kennebec:							1st Mortgage	1,600,000	7	June & Dec.	New York	1894	
Bangor City 1st Mortg. (Coupon)	681,000	6	April & Oct.	Boston	'74-'75		Terre Haute and Richmond:						
2d Mortgage (Coupon)	800,000	6	Feb. & Aug.	Bangor	1876		1st Mortgage (convertible)	60,000	7	March & Sept.	New York	1896	
Petersburg and Lynchburg (S. Side):							Toledo and Wabash:						
State (Va.) Loan (S. F.)	900,000	7					1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York	1885	82
1st Mortgage (1869-'70-'75)	365,000	6				var.	1st M. (L. E. Wab. and St. Louis)	2,500,000	7	"	"	1885	
2d Mortgage (1869-'70-'72)	378,000	6				var.	2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	"	1878	75
Special Mortgage (1865-'68)	175,000	6				var.	2d M. (Wabash and Western)	1,500,000	7	"	"	1878	
Last Mortgage (1861 to 1869)	132,500	8				var.	Sinking Fund Bonds	152,355	7				
Phila., Germantown and Norristown:							Equipment bonds	600,000	7				
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia	1885	105	Vermont Central:						
Convertible Loan	292,500	6	"	"	1885	119	1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston	1861	120
Philadelphia and Reading:							2d Mortgage Coupon	1,500,000	7	Jan. & July.	"	1867	39
Bonds of 1886 (unconvertible)	408,000	5	Jan. & July.	Philadelphia	1867		Vermont and Massachusetts:						
" 1886	182,400	5	"	"	1880		Mortgage Bonds	924,905	6	Jan. & July.	Boston	1883	95
" 1849	2,695,600	6	April & Oct.	"	1870	95	Vermont Valley:						
" 1861	104,000	6	Jan. & July.	"	1871	96	1st Mortgage	384,000	7	April & Oct.		1860	
" 1843	1,625,800	6	"	"	1880	95	1st Mortgage	114,000	6	"		1860	
" 1844	804,000	6	"	"	1880	95	2d Mortgage	293,200	7	"		1859	
" 1845	101,000	6	"	"	1880	95	Virginia Central:						
" 1849	67,000	6	"	"	1880	95	Mort. guaranteed by State of Va.	100,000	6	Jan. & July.	Richmond	1880	
" 1867, (convertible)	414,500	6	"	"	1886	116	Mortgage (coupons)	206,500	5	"	Richm'd	1872	
" 1866	60,000	7	"	"	1886		Mortgage (coupons)	983,000	6	"	New York	1884	
Phila., Wilmington and Baltimore:							State Loan 1859-'60	210,000	6	"	Richmond		
Mortgage Loan	496,000	6	Jan. & July.	Philadelphia	1884	98	Coupon bonds of 1885	33,000	8		"	1878	
Pittsburg and Connellsville:							Funding Interest bonds	83,125	8		"	'70-'77	
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York	1889	74	Dividend bonds	122,613	6		"	'65-'75	
Pittsburg, Ft. Wayne and Chicago:							Bonds not secured by mort.	61,584	6		"	due	
1st Mortgage (series A)	875,000	7	Jan. & July.	New York	1912	102	Virginia and Tennessee:						
" (series B)	875,000	7	Feb. & Aug.	"	1912	"	State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond	1887	
" (series C)	875,000	7	Mar. & Sept.	"	1912	"	1st Mortgage	600,000	6	"	New York	1872	
" (series D)	875,000	7	April & Oct.	"	1912	"	2d or Enlarged Mortgage	1,000,000	6	"	"	1884	
" (series E)	875,000	7	May & Nov.	"	1912	"	Balt. Works Br. Mort. due '68-'61	203,000	6	"	Lynchburg	var.	
" (series F)	875,000	7	Jun. & Dec.	"	1912	"	Warren (N. J.):						
2d " (series G)	880,000	7	Jan. & July.	"	1912	97	1st Mortgage	660,000	7	Feb. & Aug.	New York	1875	
" (series H)	880,000	7	Feb. & Aug.	"	1912	"	Warwick Valley, N. Y.:						
" (series I)	880,000	7	Mar. & Sept.	"	1912	"	1st Mortgage	60,000	7	April & Oct.	New York	1880	87
" (series J)	880,000	7	April & Oct.	"	1912	"	2d Mortgage	25,000	7	Jan. & July.	Chester	1871	70
" (series K)	880,000	7	May & Nov.	"	1912	"	Watertown and Rome:						
" (series L)	880,000	7	June & Dec.	"	1912	"	Mortgage (new bonds)	800,000	7	March & Sept.	New York	1880	107
3d " (series M)	880,000	7	April	"	1912	90	Western (Mass.):						
Bridge Bonds	161,500	7	May & Nov.	Philadelphia	1876		Sterling (£399,900)	4,319,820	5	April & Oct.	London	'68-'71	
Pittsburg and Steubenville:							Dollar Bonds	950,000	6	"	Boston	1875	100
Mortgage	800,000	7	Feb. & Aug.	New York	1885		Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'76	100
Potomac and Watertown:							Elmira and Williamsport:						
1st Mortgage	1,000,000	7	June & Dec.	New York	64-'74		1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia	1880	100
Quincy and Chicago:							Wilmington and Manchester:						
1st Mortgage	1,230,000						1st Mortgage	596,000	7	May & Nov.	New York	1868	
Racine and Mississippi:							2d Mortgage	200,000	7	"	"	1872	
1st Mortgage (Eastern Division)	680,000	8		New York			Wilmington and Weldon:						
1st Mortgage (Western Division)	767,000	8		"	1875	25	Mortgage payable in England	445,555	6	Jan. & July.	London	1863	
Raleigh and Gaston:							Sterling, issued in 1868	144,500	6	"		1868	
Coupon	100,000						Company's endorsed by State	150,000	6	"		1878	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (-) signifies "nil." Running dots (....) signify "not ascertained." Land-Grant Railroads are in *italics*.

Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.							Earnings.						
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Engines.	Carrs.			Property and Assets.			Liabilities.				Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Gross.	Net.	Dividends.	Price of
						Passenger.	Freight, etc.		Railroad and Appurtenances.	Rolling Stock.	Other Assets.	Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.								
M.	M.	M.	M.	No.	No.	No.		\$	\$	\$	\$	\$	\$	\$	M.	M.	\$	\$	P. c.			
ALABAMA.																						
30 Jun. '60	65.0				50.6			Alabama and Florida	1,451,388			877,663	608,500	105,255	1,518,704	54.0		101,102	87,896			
28 Feb. '59	30.3				68.1	2	2	Alabama and Mississippi	481,506	30,991		335,010	109,500	21,682	618,966	30.3		55,791	31,852			
31 May '60	109.6				67.8	11	9	Ala. and Tennessee Rivers	2,261,927	184,906		1,067,008	777,777	240,485	2,476,023	109.6		207,628	111,232			
30 Jun. '59	67.0				171.3			Mobile and Girard	1,500,000							67.0	236,791	75,773	21,006			
1 May, '61	469.3				49.4	40	28	Mobile and Ohio	12,000,000								1,402,858	696,370				
29 Feb. '60	88.5	23.4				23	14	283	Montgomery and West Point	1,838,718	427,255	100,000	1,419,769	922,622	23,579	2,582,505	116.9		505,156	260,269	6	
ARKANSAS.																						
3 Nov. '58	38.5				107.5			Memphis and Little Rock	553,877			351,524	446,000	10,725	811,949							
CALIFORNIA.																						
30 Dec. '60	22.5							Sacramento Valley	1,493,850			793,850	700,000		1,493,850	22.5		230,261	104,504			
CONNECTICUT.																						
31 July '65	23.8				1.9	6	5	47	Danbury and Norwalk	345,798	66,483	8,256	306,900	100,000		23.8	58,855	108,333	26,249	3		
31 Jan. '60	122.4				17.7	75.1	18	20	310	Hartford, Provid. and Fishkill	3,902,356	802,511	2,037,940	1,936,740		122.4	319,433	644,726	166,139			
31 Aug. '61	61.4	10.2			66.9	26	32	426	Hartford and New Haven	3,284,237	254,000	1,256,328	3,000,000	927,000	132,497	4,794,566	75.2	498,002	1,591,804	511,677	12	
31 Dec. '65	74.0				8.9	10	12	261	Housatonic	2,439,776		347,819	2,000,000	292,500	160,848	2,787,594	124.0	192,989	478,095	65,463		
31 Dec. '65	67.0				2.0	8	11	188	Naugatuck	1,465,639			1,100,000	295,000	34,065		62.0	159,074	419,469	135,922	10	
28 Feb. '60	50.0				2.6	8	10	30	N. Haven, N. London and Ston.	1,454,040			738,538	766,000		62.0		67,143	loss			
30 Nov. '65	76.2				5.9	3	2	16	New Haven and Northampton	1,787,555			1,010,000	628,900	9,442		45,862	172,590	74,758	2		
31 Dec. '65	66.0				20.0	5.9	14.0	8	12	84	New London Northern	861,135		10,607	700,000	132,814	87,742	86.0	202,567	306,706	53,204	8
31 Mar. '65	61.3				63.8	34	77	412	New York and New Haven	4,656,302	970,220	855,456	5,000,000	2,000,000	140,785	8,081,181	117.4	625,209	1,982,213	549,834	9	
30 Nov. '65	59.4	7.0			8.2	18	17	392	Norwich and Worcester	2,468,933	149,711	498,986	2,363,600	680,000	9,261	2,952,861	66.4	329,984	714,058	268,396	9	
DELAWARE.																						
31 Oct. '60	84.3				10.7			Delaware	1,552,257			406,132	870,000		271,877	1,607,584	84.3	136,631	138,970	41,466		
31 Oct. '62	16.2							Newcastle and Frenchtown	704,860		18,535	744,520			5,024	749,544	5.0	27,233	10,290	9		
FLORIDA.																						
30 Apr. '60	32.0				3.0	13.0	3	1	Florida and Alabama	532,791	30,586		191,485	195,000	75,894	619,112	32.0		7,857	3,535		
30 Apr. '62	59.9				5.0			Flo. Atlantic and Gulf Central														
30 Apr. '62	100.0	3.9			10.0	153.5		Pensacola and Georgia														
GEORGIA.																						
30 Jun. '66	86.7				8.7	70.9	10	6	56	Atlanta and West Point	1,200,079		96,462	1,232,100	36,500	22,721	1,296,541	86.7		415,411	54,648	4
30 Apr. '62	92.6							Atlanta and Gulf-M. Trunk														
31 Dec. '60	53.0							Augusta and Savannah	1,032,200			733,700	129,500		53.0		168,998	95,612				
30 Apr. '60	43.5				23.7			Brunswick and Florida	755,000			151,887			31.0							
30 Nov. '60	101.0				53	62	697	Central of Georgia (and Bank)	4,386,900			4,386,900			6,590,173	229.0	879,468	1,715,025	764,574	10		
31 Mar. '60	171.0	61.0						Georgia (and Bank)	4,156,000		1,003,650	4,156,000	312,500		8,123,343	232.0	1,159,188	528,048	8			
30 Nov. '60	102.5				19	16	171	Macon and Western	1,500,000			1,500,000		12,295	1,658,976	102.5	226,241	404,618	212,676	19		
31 July '59	50.0				7	2	107	Muscogee	774,244	162,534		669,950	249,000		1,026,968	60.0		202,714	110,516	8		
1 May, '58	68.1				3	4	33	Savannah, Albany and Gulf	1,386,634	62,374		1,275,901	10,200	180,621	1,478,140	71.6						
31 July '60	106.1	100.8			18	22	201	South Western	3,770,425			2,921,900	396,500	19,913	8,322,913	228.8						
30 Sep. '59	138.0				52	24	705	Western and Atlantic	5,901,497			built and owned by State				138.0		832,348	454,541			
ILLINOIS.																						
31 Dec. '65	280.0				66	32	1,098	Chicago and Alton	8,308,919		1,699,305	4,208,600	4,019,000	439,226	10,008,224	280.0	1,450,280	3,540,092	1,333,517	8		
30 Apr. '66	317.0	83.0			111	54	2,142	Chicago, Burlington and Quincy	12,777,562	2,670,210	2,070,679	10,193,010	5,754,406	204,207	17,518,440	400.0	2,083,580	6,175,553	2,799,435	81		
31 May '65	242.0	688.0			154	94	3,145	Chicago and Northwestern	37,323,791		2,356,660	26,155,641	12,020,483	825,398	39,680,462	980.0		6,820,750	1,902,272			
31 Mar. '66	181.8				65	71	1,305	Chicago and Rock Island	8,060,132		2,285,632	6,500,000	1,448,000		10,315,764	228.4	1,234,851	3,154,236	1,442,781	10		
31 May '63	174.5	5.5			21	22	604	Great Western	4,039,551			1,648,561	2,380,000		4,214,542	180.0		742,097	377,476			
31 Dec. '65	454.8	252.5			148	76	3,397	Illinois Central	30,529,844			23,374,406	13,231,500		40,668,000	708.3	3,607,466	7,181,205	2,174,924	10		
31 Dec. '65	118.0				112	15	6	234	Toledo, Peoria & Warsaw	4,258,624	525,000	92,307	5,104,654	1,600,000	114,962	4,970,931	111.0	224,563	580,333	250,189		
31 Dec. '65	195.0	14	12.2		46	30	1,002	St. Louis, Alton & Terre Haute	10,700,000			4,000,000	6,700,000		10,700,000	209.0		2,240,744	488,558	41		
INDIANA.																						
31 Aug. '65	224.0				41	23	765	Chicago and Great Eastern				4,390,000	5,600,000			224.0				34		
30 Apr. '66	132.0				14	10	187	Evansville and Crawfordville	2,312,344	288,255	125,587	1,142,884	1,240,000	4,562	2,726,187	132.0	246,145	569,128	246,720			
31 Dec. '62	72.4				19	17	266	Indiana Central	1,667,039	274,081	26,641	611,050	1,264,500	15,900	2,102,761	106.0		442,899	158,541			
31 Dec. '58	89.8	20.2			23	19	313	Indianapolis and Cincinnati	1,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0		448,858	290,334	9		
31 Dec. '64	84.0				15	---	---	Ind., Pittsburg and Cleveland	2,735,556		240,522	1,972,000	997,000	106,879	2,975,878	84.0	384,539	771,768	307,832			
1 Dec. '62	78.0				15	14	201	Jeffersonville	1,549,518		278,334	1,015,907	621,000		2,175,223	108.0		527,863	298,156			
31 Mar. '64	86.0	46.0			17	10	263	Indianapolis and Madison	1,484,347			819,900	640,000		1,538,763	132.0		315,172	117,941	6		
31 Dec. '65	288.0				---	---	---	Louisv., N. Albany & Chicago	6,000,000			3,800,000	2,000,000		6,000,000	288.0		645,827	371,400	100		
30 Nov. '65	73.0				26	23	564	Terre Haute and Indianapolis	1,988,150		967,278	1,928,150	60,000	218,000	3,956,423	73.0	411,278	1,248,726	598,971	12		
IOWA.																						
30 Apr. '66	75.5				176.5	11	8	275	Burlington and Missouri River	3,215,917		235,796	1,541,804	1,902,110	7,717	3,451,713	75.5	125,325	466,745	181,417		
30 Apr. '66	144.0				176.0	13	9	151	Dubuque and Sioux City	5,091,811		151,455	3,690,992	960,000	438,415	5,243,310	144.0	282,384	618,206	190,992		
1 Jun. '68	38.5				101.3	4	4	64	Keok. Ft. Des Moines & Minn.	1,037,876	82,499		921,449	570,000		38.5	11 mo's	458,821	21,356			
30 Jun. '65	136.0	95.0			312.0			Mississippi and Missouri	10,715,552			3,452,300	7,145,252		10,715,552	230.0						
KENTUCKY.																						
31 Oct. '59	80.0				3.1	---	---	Covington and Lexington	3,743,971	276,024		1,582,160	2,930,000	337,582	4,375,983	111.8		426,408	227,534			
30 Jun. '66	29.0				6.4	---	---	Lexington and Frankfort	605,298	62,300	71,669	514,646	79,000	8,644	722,257	29.0		174,049	46,707	7		
30 Jun. '66	65.1				---	14	13	225	Louisville and Frankfort	1,405,910	126,735	142,613	1,109,594	319,519	30,497	1,676,258	65.1	239,626	389,171	108,908		
30 Jun. '66	185.0	149.0			26.9	47.5	65	42	679	Louisville and Nashville	10,062,764		2,691,582	5,490,106	3,125,491	453,051	12,764,346	334.0	959,947	3,143,189	1,692,065	
LOUISIANA.																						
31 Dec. '60	80.0				178.0	12	12	216	N. O. Opelousas and Gr. West'n	3,954,420	505,280		3,442,318	566,000	339,297	5,855,336	80.0					

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies "not ascertained." Running dots (....) signify "not ascertained." Land-Grant Railroads are in "italics."

Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.				
	Main Line.	Lateral and Branch Lines.	2nd Trunk and Sidings.	Road in progress or projected.	Engines.	Cars.			Property and Assets.				Liabilities.				Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Gross.	Net.	Dividends.	Price of shares.
						Passenger.	Freight, etc.		Railroad and Appurtenances.	Rolling Stock.	Other Assets.	Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.									
MAINE.																							
30 Nov. '02	55.0	—	—	—	0	4	74	Androscoggin	1,050,000	—	—	151,833	444,638	205,584	757,381	68.5	76,344	79,761	43,461	—	—		
30 Jun. '05	149.0	—	—	—	41	17	349	Atlantic and St. Lawrence	7,654,089	—	—	2,494,900	2,471,500	1,985,870	7,962,330	148.0	878,873	1,116,113	177,873	—	—		
31 Dec. '05	65.0	9.5	8.0	—	12	11	120	Portland and Kennebec	3,000,000	—	—	1,000,000	2,000,000	—	3,000,000	109.5	274,410	580,810	97,709	—	—		
31 May, '05	99.7	—	—	—	18	15	233	Maine Central	4,212,201	—	57,091	1,447,000	2,733,800	120,597	1,301,457	108.2	171,568	489,592	219,302	—	—		
31 May, '05	81.3	—	—	—	12	4	119	Portland, Saco and Portsmouth	1,491,207	—	100,000	1,500,000	—	—	1,600,004	51.3	161,056	460,222	236,767	6	166		
MARYLAND.																							
30 Sep. '03	279.6	7.2	—	—	225	100	3,000	Baltimore and Ohio	21,323,338	3,621,755	11,866,383	16,151,962	10,112,584	897,839	36,811,376	296.8	2,935,010	6,509,945	4,544,097	3	114		
30 Sep. '03	20.0	—	—	—	7	23	167	Washington Branch	1,650,000	—	—	1,650,000	—	—	2,379,941	39.0	703,123	429,890	44	127			
31 Dec. '05	138.0	4.0	25.0	—	60	55	3,496	Northern Central	9,247,136	1,104,744	1,692,961	4,518,900	5,211,244	1,639,780	12,044,941	261.0	1,642,015	3,315,510	1,328,793	8	147		
MASSACHUSETTS.																							
30 Nov. '05	94.9	14.0	6.8	—	12	6	37	Boston, Hartford & Erie	9,250,112	333,296	5,548,837	11,775,500	7,581,900	71,887	19,429,237	34.0	95,006	110,047	—	—	—		
30 Nov. '05	26.7	1.8	16.8	—	24	38	534	Boston and Lowell	2,446,495	192,638	381,467	1,830,000	640,000	—	4,132,113	70.9	413,213	752,905	172,232	6	112		
31 May, '05	74.3	8.8	60.4	—	37	80	744	Boston and Maine	3,969,254	446,557	973,480	4,076,974	—	328,388	5,386,291	104.3	747,272	1,521,159	393,812	9	131		
30 Nov. '05	47.0	7.0	32.5	—	28	39	569	Boston and Providence	3,392,600	207,400	—	3,600,000	21,500	—	4,218,927	61.8	450,096	1,221,104	866,332	10	140		
30 Nov. '05	44.6	24.0	60.8	—	32	09	809	Boston and Worcester	4,062,584	437,416	1,413,789	4,500,000	—	765,740	6,913,789	83.6	669,234	1,697,164	537,067	10	146		
30 Nov. '05	46.0	1.1	2.7	—	7	16	41	Cape Cod Branch (par 60)	907,760	123,864	—	721,926	25,700	15,000	1,098,092	47.1	88,000	167,031	57,696	6	66		
30 Nov. '05	60.0	2.4	9.6	—	12	23	158	Connecticut River	1,813,980	—	303,239	1,591,100	250,000	104,138	2,117,219	52.4	221,748	533,109	175,404	6	111		
30 Nov. '05	44.1	30.5	27.5	—	32	60	644	Eastern	4,452,999	862,965	762,874	3,155,000	1,708,600	414,208	5,568,837	89.0	622,202	1,277,075	490,768	6	110		
30 Nov. '05	51.0	42.5	75.8	—	27	26	664	Fitchburg	3,189,851	350,149	410,981	3,540,000	—	6,507	3,950,961	93.4	457,261	993,694	314,256	8	115		
30 Nov. '05	14.0	—	2.8	—	4	4	20	Fitchburg and Worcester	276,000	—	—	276,000	2,000	4,270	301,200	14.0	37,166	66,590	20,427	6	—		
30 Nov. '05	12.4	—	2.8	—	2	4	20	Lowell and Lawrence	332,883	30,275	—	200,000	75,000	2,754	367,372	10.0	18,647	300,964	51,227	8	125		
30 Nov. '05	14.5	—	17.2	—	10	17	240	Nashua and Lowell	620,163	92,870	101,968	800,000	—	91,748	514,961	71.0	185,647	300,964	51,227	8	125		
30 Nov. '05	20.1	1.2	1.2	—	4	18	67	New Bedford and Taunton	461,982	48,018	—	500,000	195,500	—	695,500	36.7	70,108	261,745	51,118	8	104		
31 May, '05	98.5	8.8	27.5	—	32	56	379	Old Colony and Newport	4,433,317	—	2,609,922	4,819,760	551,500	1,467,341	7,043,139	145.0	—	1,296,643	626,445	8	104		
30 Nov. '05	18.6	—	0.7	—	1	3	—	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	40,460	102,931	31,521	3	103		
30 Nov. '05	43.4	1.0	14.9	—	14	14	452	Providence and Worcester	1,401,056	209,053	166,507	1,700,000	—	76,616	1,776,616	44.4	238,512	643,995	140,129	8	104		
30 Nov. '05	16.9	—	1.7	—	3	4	197	Salem and Lowell	382,470	81,543	—	243,305	226,900	—	622	470,727	10.0	—	—	1	110		
30 Nov. '05	11.1	0.6	1.1	—	3	10	76	Taunton Branch	250,000	—	—	250,000	—	—	312,136	11.7	46,555	229,724	24,454	8	—		
30 Nov. '05	6.1	—	—	—	36.6	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	—	—	—	—	—	—	—		
30 Nov. '05	69.3	8.0	4.5	—	11	13	180	Vermont and Massachusetts	3,240,079	225,650	169,988	2,890,000	558,955	—	3,635,667	77.3	151,327	390,096	122,397	2	60		
30 Nov. '05	166.1	17.3	126.6	—	78	45	1,290	Western (incl. Alb. & W.S. etc.)	10,176,144	1,095,713	5,076,949	5,627,700	6,289,520	453,041	16,348,806	218.0	1,355,514	3,431,584	1,226,658	10	146		
30 Nov. '05	46.7	—	9.8	—	10	12	143	Worcester & Nashua (par 83 1/2)	1,164,398	—	224,209	1,141,000	35,500	—	62,759	1,388,706	45.7	194,712	431,508	183,750	7	120	
NEW HAMPSHIRE.																							
31 Mar. '05	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	—	849,233	1,900,000	1,050,000	31,216	3,199,233	93.5	—	422,829	134,871	—	—		
30 Nov. '05	53.6	—	8.0	—	18	16	246	Chester	2,387,442	—	189,307	2,085,925	677,400	—	2,967,749	76.6	417,001	629,922	101,259	24	—		
31 Mar. '05	94.5	—	—	—	21	22	494	Concord (par 50)	1,000,000	—	171,775	1,000,000	—	—	1,671,775	121.4	527,354	867,957	151,863	8	115		
31 Mar. '05	26.9	—	2.8	—	2	—	—	Manchester & Lawrence	825,000	175,000	—	1,000,000	—	—	1,671,775	121.4	527,354	867,957	101,242	8	113		
31 Mar. '05	29.3	—	2.8	—	2	4	80	Merrimack and Conn. Rivers	698,288	—	595,588	568,000	—	—	—	52.7	—	—	—	—	—		
31 Mar. '05	69.2	13.0	12.5	—	23	12	468	Northern New Hampshire	3,068,400	—	740,296	3,808,400	151,400	254,341	3,808,696	82.2	387,789	616,728	215,973	9	103		
NEW JERSEY.																							
31 Dec. '05	64.2	11.0	8.1	—	—	—	—	Belvidere Delaware	3,425,073	—	—	997,112	2,198,000	259,472	3,449,585	75.2	—	595,459	141,448	—	—		
31 Dec. '05	61.2	42.4	74.9	—	74	96	171	Camden and Amboy	9,746,363	—	4,315,144	9,842,200	10,169,472	175,000	—	124.2	6,274,667	17,025,559	10,181	—	—		
31 Dec. '05	60.2	—	—	—	—	—	—	Camden and Atlantic	1,856,941	—	—	1,082,743	1,034,775	143,362	2,240,871	60.2	—	288,638	94,067	10	131		
31 Dec. '05	74.0	12.0	74.0	—	56	52	1071	Central of New Jersey	11,849,291	1,283,773	528,171	10,685,949	1,509,000	838,636	13,961,735	86.0	1,187,973	3,036,390	1,287,950	10	125		
31 Dec. '05	53.0	—	—	—	24	43	274	Morris and Essex	6,537,292	—	145,427	3,199,056	3,084,775	108,104	6,682,719	63.0	314,000	680,456	166,670	7	80		
31 Dec. '05	33.8	—	—	—	35	98	180	New Jersey	3,903,171	738,164	1,793,064	5,000,000	806,000	—	6,434,399	33.8	654,192	1,876,981	803,332	10	130		
31 Dec. '05	31.3	—	—	—	2	6	17	Northern New Jersey	461,562	—	—	158,800	200,000	64,521	483,321	21.2	103,815	195,032	26,574	8	—		
31 Dec. '05	65.0	16.0	—	—	—	—	—	Raritan and Delaware Bay	3,975,499	—	—	2,520,700	1,498,800	664,885	4,684,385	81	—	320,644	—	—	—		
31 Dec. '05	18.2	—	—	—	—	—	—	Warren	2,008,300	—	—	1,408,300	—	—	2,008,300	18.2	—	272,695	118,133	5	40		
31 Dec. '05	38.5	—	—	—	—	—	—	West Jersey	1,558,483	—	—	588,400	400,000	288,000	1,376,400	—	—	265,593	56,593	—	—		
NEW YORK.																							
30 Sep. '05	82.0	—	4.5	58.0	9	12	153	Albany & Susquehanna	3,183,056	198,909	—	1,604,145	1,016,739	173,722	2,794,607	82.0	65,472	175,729	88,064	—	—		
30 Sep. '05	142.0	—	13.0	—	28	32	411	Buffalo, New York and Erie	3,369,058	—	—	960,000	2,380,000	—	7,322	—	—	—	—	—	—		
30 Sep. '05	98.3	18.5	—	—	84	37	697	Buffalo and State Line	2,267,938	516,576	850,000	2,200,000	1,200,000	—	3,400,000	88.3	499,448	2,266,084	687,228	10	136		
31 Dec. '06	400.0	97.0	3.0	—	382	133	5,335	Erie	17,646,931	5,045,544	25,106,300	22,370,982	4,299,762	53,291,896	807,000	0,839,028	15,434,775	5,066,511	4	10	10		
30 Sep. '05	94.0	13.0	10.0	—	75	162	71	Hudson River	13,260,299	2,014,287	—	6,652,256	7,162,840	1,107	15,264,586	150.0	1,002,279	4,452,390	946,668	8	124		
30 Sep. '05	297.8	238.1	482.9	—	276	292	6,399	New York Central	26,621,584	6,621,377													

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies a Running dot (....) signify "not ascertained." Land-Grant Railroads are in *italics*.

Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.							Earnings.				Price of shares.		
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Engines.	Passenger Cars.	Freight, etc.		Property and Assets.			Liabilities.				Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Gross.		Net.	Dividends.
									Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.								
M.	M.	M.	M.	No.	No.	No.																
PENNSYLVANIA.																						
31 Jan. '96	44.0	—	—	136.0	13	11	113	Allegheny Valley	2,350,728	232,046	293,573	1,948,400	614,000	513,542	2,876,342	44.0	134,201	356,277	123,892	—	16	
31 Dec. '95	387.0	103.0	—	117.0	139	96	3,059	Atlantic and Great Western	46,006,475	—	1,454,805	13,441,150	30,000,000	1,796,588	48,080,780	490.0	2,647,709	5,811,233	2,125,200	—	294	
31 Oct. '95	65.0	2.5	4.0	—	21	9	413	Catawissa	3,634,000	—	—	3,350,000	279,000	—	3,629,000	69.6	240,418	370,223	149,587	—	83	
30 Sep. '95	74.0	—	5.4	—	13	12	106	Cumberland Valley	1,582,937	—	519,459	1,316,900	470,500	51,467	2,102,396	74.0	180,998	—	140,779	—	15	
31 Oct. '95	113.0	4.0	59.0	—	85	17	3,070	Del., Lackawanna and West'n	7,533,702	2,663,113	—	10,247,050	3,491,500	742,556	14,481,135	204.5	1,437,353	1,783,320	35,671	—	144	
31 Oct. '95	36.0	1.7	7.7	—	9	6	88	East Pennsylvania	1,273,765	161,589	—	604,400	598,400	44,888	1,247,688	37.7	161,484	380,743	201,072	—	5	
31 Dec. '95	78.0	—	10.0	—	18	—	—	Elmira and Williamsport	2,620,000	—	—	1,000,000	1,620,000	—	2,620,000	78.0	302,872	880,973	—	—	30	
31 Oct. '95	18.5	—	8.0	—	13	11	349	Erie and Northeast	700,000	—	—	600,000	400,000	—	1,000,000	18.5	149,588	454,480	133,683	—	10	
31 Oct. '95	81.0	2.0	4.3	—	13	11	349	Erie and Pittsburgh	1,696,921	477,016	—	664,300	1,250,000	300,000	2,214,300	83.0	176,032	490,220	199,200	—	—	
31 Oct. '95	32.0	18.0	17.7	—	44.0	4	2	Harrisburg and Lancaster	1,892,550	—	—	1,182,550	700,000	—	1,882,550	64.0	oper. by Penn. R.R. Co.	—	—	—	7	
31 Oct. '95	44.0	14.5	11.7	—	16	2	133	Hempfield	1,616,459	41,341	—	1,809,565	600,000	100,000	2,409,565	32.0	80,875	53,829	1,195	—	16	
31 Oct. '95	80.0	2.0	34.5	—	20	6	1,278	Huntingdon and Broad Top	2,089,328	—	—	885,130	1,436,082	389,318	2,510,530	58.5	173,778	352,213	78,702	—	—	
31 Oct. '95	70.0	17.5	64.0	—	62	12	2,873	Lackawanna and Bloomsburg	3,735,613	40,714	—	1,335,000	2,376,725	121,409	3,733,134	82.0	178,087	635,016	60,201	—	—	
31 Oct. '95	28.5	—	8.0	—	31	—	—	Lehigh Valley	7,964,088	2,037,526	—	6,632,250	1,477,000	—	8,109,250	87.5	647,080	3,049,860	1,851,630	—	10	
31 Oct. '95	130.5	—	63.3	—	31	—	—	Little Schuylkill	1,466,283	—	—	2,646,100	906,000	73,555	3,624,655	oper. by Reading R.R.	—	—	—	—	—	8
31 Oct. '95	65.5	14.2	13.9	—	32	22	686	Mine Hill and Schuylk. Haven	3,708,200	—	—	3,708,200	—	—	3,708,200	—	—	—	—	—	—	38
31 Dec. '95	354.8	38.7	473.4	—	352	141	5,999	North Pennsylvania	5,671,164	665,004	193,031	3,150,150	3,105,785	218,886	6,629,199	69.8	318,861	875,064	412,353	—	—	
31 Oct. '95	17.0	3.0	22.0	—	18	42	119	Pennsylvania	28,434,310	3,375,024	14,041,463	20,000,000	16,750,124	3,651,447	46,860,795	339.2	6,604,200	17,459,169	4,189,111	—	—	
31 Oct. '95	287.6	—	55.0	—	89	38	1,116	Phila., Germant'n & Norris'n	1,139,079	268,489	—	1,476,300	183,000	—	1,659,300	24.0	311,911	666,739	386,876	—	—	
30 Nov. '95	93.0	59.3	233.3	—	254	63	7,082	Phila. and (Sunbury) Erie	17,082,766	—	—	5,069,450	18,000,000	2,000	18,071,450	oper. by Penn. R.R. Co.	—	—	—	—	—	
31 Oct. '95	26.5	—	26.5	—	52	85	988	Philadelphia and Reading	22,250,948	3,766,774	4,561,353	20,240,673	6,900,663	—	30,608,075	471.8	3,688,309	11,142,519	4,812,271	—	—	
31 Oct. '95	96.0	—	83.6	—	18	42	119	Philadelphia and Trenton	1,336,386	—	245,695	999,200	200,000	—	1,199,200	28.2	177,433	1,030,438	345,891	—	—	
31 Oct. '95	69.5	—	11.4	—	89.5	12	11	Phila., Wilmington and Balt.	5,362,122	744,425	1,562,695	8,973,300	516,000	452,836	10,669,242	197.0	981,468	3,884,609	1,046,804	—	—	
31 Dec. '95	468.3	15.0	128.0	—	189	119	2,237	Pittsburg and Connellsville	2,361,664	198,820	—	1,774,773	1,500,000	64,208	3,784,101	72.0	272,698	594,363	130,361	—	—	
31 Dec. '95	28.0	—	6.2	—	8	—	—	Pittsb'g, Ft. Wayne & Chicago	23,183,381	—	3,362,312	9,312,442	12,573,000	1,697,620	26,545,693	483.3	4,623,073	8,489,063	3,283,547	—	—	
31 Oct. '95	23.4	—	3.3	—	8	13	81	Shamokin Valley & Pottsville	1,178,773	112,824	—	500,000	791,597	Leas'd to North'n Cen.	144,006	316,498	116,006	—	—	—	—	
31 Oct. '95	30.6	—	4.4	—	7	3	228	Westchester & Philadelphia	1,331,640	145,557	—	684,036	982,300	130,840	1,777,176	28.4	138,678	847,240	200,598	—	—	
31 Aug. '95	62.0	—	4.0	—	16	18	140	Wya.	821,200	212,788	—	437,800	323,000	26,292	790,092	30.6	112,409	303,223	128,826	—	—	
RHODE ISLAND.																						
31 Dec. '95	54.9	—	—	—	47.4	4	3	N. Y., Providence and Boston	2,568,000	—	—	1,755,281	500,000	—	—	62.0	340,600	625,641	169,823	—	—	
SOUTH CAROLINA.																						
31 Dec. '95	109.6	—	—	—	13	9	176	21 Charleston and Savannah	801,615	34,372	250,000	706,365	195,206	197,906	1,099,536	51.9	—	283,263	151,536	—	—	
1 Jan. '95	143.2	21.3	—	—	—	—	—	Charlotte and South Carolina	1,719,045	—	—	1,201,000	284,000	—	—	—	—	—	—	—	—	
28 Feb. '95	102.0	—	—	—	—	—	—	Greenville and Columbia	2,430,769	324,161	—	1,429,008	1,145,000	345,546	—	—	—	—	—	—	—	
31 Dec. '95	136.0	106.0	—	—	44	28	252	North-Eastern	2,011,652	—	—	985,743	960,410	108,172	2,067,325	102.0	—	220,014	96,145	—	—	
TENNESSEE.																						
30 Sep. '96	47.6	—	—	—	12	10	171	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	—	29,987	19,187	—	—	
1899.	30.0	—	1.8	—	10	10	128	East Tennessee and Georgia	8,637,367	—	—	1,289,678	2,020,000	200,000	—	—	—	318,718	187,466	—	—	
30 Jun. '96	271.6	18.4	20.0	—	52	41	849	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	—	—	—	150,142	297,806	149,167	—	—
1899.	271.6	16.0	20.0	—	39	9	5	Memphis and Charleston	5,966,205	844,284	448,922	5,312,725	2,885,980	1,462,314	11,098,891	291.0	406,061	1,274,307	624,142	—	—	
1899.	100.0	—	30.6	55.8	40.1	7	5	Memphis and Ohio	2,000,000	100,500	—	570,000	1,361,000	145,000	—	—	—	—	—	—	—	
1899.	59.0	—	—	—	40.1	7	5	Memphis, Clarkesv. & Louisv.	1,137,400	—	—	298,721	740,000	—	—	—	—	—	—	—	—	
1899.	47.4	—	2.3	—	4	5	119	Mississippi and Tennessee	892,710	82,908	—	317,447	632,500	22,369	—	59.4	69,870	177,266	80,029	—	—	
1899.	142.7	—	7.0	—	12	2	81	Mississippi Central and Tenn.	533,807	66,816	—	144,894	406,000	5,000	—	47.4	54,175	85,129	44,666	—	—	
30 Nov. '96	34.2	44.0	7.9	—	39	17	819	Mo-Minnville and Manchester	3,682,882	—	—	2,066,544	1,731,000	—	—	34.2	30,065	28,808	18,992	—	—	
1899.	—	—	—	—	—	—	—	Nashville and Chattanooga	—	—	—	—	—	—	—	169.0	—	734,118	337,384	—	—	
1899.	—	—	—	—	—	—	—	Nashville and Northwestern	—	—	—	—	—	—	—	—	—	—	—	—	—	
1899.	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	—	45.8	57,950	127,963	87,245	—	—	
1899.	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	—	—	—	216,962	413,000	408,477	—	30.0	—	1,248	—	—	—	
TEXAS, (all aided by State).																						
— '95	32.0	—	—	—	—	—	—	Buffalo Bayou, Braz. & Col'do	—	—	—	—	—	—	—	32.0	—	—	—	—	—	
— '95	56.0	—	—	—	—	—	—															

PREFERRED AND GUARANTIED R. R. STOCKS.

RAILROADS.	Amount of shares outstanding.	Div'ds Rate.	Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref.)	1,919,000	7	7	
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6	
Baltimore and Ohio, (pref.)	3,000,000	7	7	
Berkshire (guaranteed)	600,000	7	7	
Boston, Concord & Montreal (pref.)	1,340,400	6	61	
Buffalo, N. Y. & Erie, (guaranteed)	375,000	7	7	
Camden & Atlantic (preferred)	620,800	7	15	
Chesapeake (preferred)	1,150,000	7	20	
Chenung (guaranteed)	380,000			
Cayuga & Susquehanna (guarant.)	343,500			
Cheshire (preferred)	2,017,825	7	62	
Chicago & Alton (preferred)	2,425,400	7	111	
Chicago & Northwestern (pref.)	12,994,720	7	79	
Coechebo (preferred)	177,750	8		
Ot. & Passumpsic Rivers, (pref.)	1,723,300	10	80	
Cumberland Valley (1st preferred)	241,900	8	8	
" (2d preferred)	243,000	8	8	
Detroit & Milwaukee (preferred)	1,500,000			
Dubuque & Sioux City (preferred)	1,987,351	7	34	
Elmira, Jeff. & Canandaigua (guar.)	600,000			
Elmira & Williamport (preferred)	600,000		44	
Erie (preferred)	5,535,700	7	83	
Hannibal & St. Joseph (preferred)	5,263,866	7	63	
Harrisburg & Lancaster (guar.)	1,182,100	7	7	
Houston (preferred)	1,180,000	8	104	
Indianapolis & Madison (pref.)	407,900	8	8	
Kennebec & Portland (preferred)	372,000	6		
Lackawanna & Bloomsburg (pref.)	600,000	7		
Marquette & Cincinnati (1st pref.)	6,205,475	7	37	
" (2d pref.)	3,819,772	7	20	
Michigan S. & N. Indiana (guar.)	1,089,700	10	140	
Mil. & Prairie du Chien (1st pref.)	3,082,000	8	98	
" (2d pref.)	1,014,000	7	90	
Milwaukee & St. Paul (preferred)	2,400,000	7	68	
New Haven & Northampton (guar.)	1,010,000	4		
New York & Harlem (preferred)	1,500,000	8		
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	
Paterson & Hudson (guaranteed)	630,000	8	8	
Paterson & Ramapo (guaranteed)	248,000	6	64	
Peoria & Bureau Valley (guar.)	1,200,000	6		
Philadelphia & Reading (pref.)	1,551,800	7	7	
Philadelphia & Trenton (guar.)	1,000,000	10		
Pittsfield & North Adams (guar.)	450,000	6	94	
Port, Saco & Portsmouth (guar.)	1,500,000	6	6	
Rutland & Burlington (preferred)	382,700	8		
" (preferred)	608,176	6		
St. L., Alton & Terre Haute (pref.)	1,700,000	6	69	
Toledo & Wabash (preferred)	984,700	7	63	
Toledo, Peoria & Warsaw (1st pref.)	1,650,232	7		
" (2d pref.)	908,422	7		
Troy & Greenbush (guaranteed)	274,400	6	48	
Vermont & Canada, (guaranteed)	1,600,000	8	102	
Warren (guaranteed)	1,408,300	7	7	
White Mountains (guaranteed)	200,000	5	5	
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	

CANAL AND NAVIGATION BONDS.

DESCRIPTION OF BONDS.	Amount out-standing.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	\$2,657,343	6 J. & J.	1866	92	
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6 Qtrly.	1870		
" "sterling	4,375,000	"	1890		
Preferred bonds	1,700,000	6			
Delaware Division:					
1st Mortgage	800,000	6 J. & J.	1878	90	
Delaware & Hudson:					
Mortgage	641,000	6 M. & S.	1870	110	
Delaware & Raritan:					
See Camden & Amb. R.R.					
Erie and Penn.:					
Bonds	673,799	7 J. & J.	1866		
Interest Certificates	161,900	6		1868	
Lehigh Navigation:					
1st Mortgage	414,157	6 Qtrly.	1870		
Six per cent. Loan	2,667,276	6		1884	92
Monongahela Navigation:					
1st Mortgage	125,000	6 J. & J.	1863		
2d Mortgage	57,000	6		1866	
Morris:					
1st Mortgage	495,500	6 A. & O.	1876	92	
2d Mortgage	295,750	6		90	
Boat Loan	99,862	6		93	
North Branch:					
1st Mortgage	580,000	6 M. & N.	1876	80	
Schuylkill Navigation:					
1st Mortgage	1,764,560	6 M. & S.	1872	90	
2d Mortgage	3,980,670	6 J. & J.	1882	80	
Improvement	1,601,670	6 M. & N.	1876	75	
Susquehanna & Tide Water:					
Maryland Sterling Loan	816,000	5 J. & J.	1866		
Md. stg. loan converted	200,375	5		1865	
Mortgage bonds	993,000	6		1878	95
Preferred Interest b'ds.	227,560	6		1878	24
Union, (Pa.)					
1st Mortgage	\$,000,000	6 M. & N.	1883	22	
West Branch & Susquehanna:					
1st Mortgage, s'k g'tund	450,000	6 J. & J.	1878	90	
Wyoming Valley:					
1st Mortgage	600,000	6 J. & J.	1878	86	

CANAL AND NAVIGATION STOCKS.

COMPANIES.	Par of Shares.	Amount of Stock.	Dividends.	Market Price.
CANAL AND NAVIGATION STOCKS:				
Chesapeake and Delaware	100	1,343,568	10	96
Chesapeake and Ohio	100	8,224,596	10	50
Delaware Division	100	1,633,350	10	154
Delaware and Hudson	100	10,000,000	10	154
Delaware and Raritan	100	2,298,400	10	
Erie of Pennsylvania	50	64,000	10	
Illinois and Michigan	50	6,091,700	10	58
Lehigh Navigation	50	728,900	8	
Monongahela Navigation	50	1,026,000	10	93
Morris, (consolidated)	100	1,175,000	10	125
" (preferred)	100	1,175,000	10	
North Branch	100		10	
Sault Ste Marie	100		10	
Schuylkill Navigation (consolid.)	50	1,908,207	24	
" (preferred)	50	2,888,983	33	
Susquehanna and Tide Water	50	2,048,260	14	
Union	50		2	
Union (preferred)	50	2,787,000	4	
West Branch and Susquehanna	100	1,100,000	6	28
Wyoming Valley	50	750,000	16	54

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.	
IRON—Durr: Bars, 1 to 1 1/2 cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1 1/2 cents per lb.; Sheet, Band, Hoop and Scroll, 1 1/2 to 1 3/4 cents per lb.; Pig, 90 per ton; Polished Sheet, 3 cents per lb.	
Pig, Scotch, No. 1—(cash)	per ton 49 @ 51
Pig, American, No. 1—(cash)	per ton 49 @ 51
Bar, Refined, English	per ton 49 @ 105
Bar, Sweden, assorted sizes (in gold)	per ton 95 @ 100
Bar, Sweden, assorted sizes	per ton 170 @
Bar, English & American, Refined	per ton 115 @
Bar, English & American, common	per ton 126 @
Scotch, English	per ton 145 @ 195
Ovals and Half round	per ton 140 @ 150
Band, English	per ton 140 @ 145
Horse Shoe	per lb. 140 @ 150
Rods, English	per lb. 120 @ 175
Hoof, English	per lb. 150 @ 215
Nail Rod	per lb. 94 @ 104
Sheet, Russia	per lb. 20 @ 22
Sheet, English, Single, Double and Treble	per lb. 64 @ 8
Rails, English (gold)	per ton 55 @
Rails, American	per ton 85 @ 90
STEEL—Durr: Bars and Ingots, valued at 7 cents per lb. or under, 2 1/2 cents; over 7 cents per lb. and not above 11 3/4 cents per lb.; over 11 cents, 3 1/2 cents per lb. and 10 per cent. ad. val.	
English, Cast—(1st & 2d qty.)	per lb. 18 @ 24
English Spring—(1st & 2d qty.)	per lb. 11 @ 13
English Blister—(1st & 2d qty.)	per lb. 12 @ 20
English Machinery	per lb. 14 @ 16
German	per lb. 15 @ 17
American, Blister	per lb. 11 @ 17
American, Cast, Hammered	per lb. 19 @
American, Cast, Rolled	per lb. 12 @ 15
American Spring	per lb. 15 @
American Machinery	per lb. 13 @ 14
COPPER—Durr: Pig, Bar and Ingot, 2 1/2; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3 1/2 cents per lb.	
Sheathing, New—(suits)	per lb. 40 @ 43
Sheathing, Yellow	per lb. 30 @
Pig, Chile	per lb. 40 @ 43
Boils	per lb. 40 @ 43
Braziers	per lb. 43 @
American Ingot—(cash)	per lb. 20 @ 27
LEAD—Durr: Pig, 22 per 100 lb.; old Lead, 14 cents per lb.; Pipe and Sheet, 24 cents per lb.	
Galena	per 100 lb. @
Spanish	per 60 @ 67
German Refined	per 60 @ 67
English	per 60 @ 72
Bar	per lb. @ 10
Pipe and Sheet	per lb. @ 10 25
TIN—Durr: Pig, Bar and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 25 per cent. ad. val.	
Banca—(gold)	per lb. 23 @ 23
Straits—(gold)	per lb. 21 @ 22
English—(gold)	per lb. 21 @
Gold—Currency	per lb. 13 @ 15
Plates, I. C. Charcoal p. box	9 25 @ 9 50
Plates, I. C. Coke	7 50 @ 9 10
Plates, Coke Terne	6 25 @ 7 15
Plates, Charcoal Terne	9 25 @ 13 @ 13 50
NAILS—Durr: Cut 1 1/2; Wrought 2 1/2; Horse Shoe 5 cents per lb. (cash)	
Cut, 4d. @ 60d.—(cash)	per 100 lb. 6 75 @ 7
Oliver—(cash)	per 100 lb. 8 @ 8 50
Copper	per lb. 40 @ 43
Assable Horse, Norway Iron, Forged	per lb. 32 @
Zinc Nails (6 mos.)	per lb. 20 @
PETROLEUM—Durr: Crude, 20 cents; Refined, 40 cents per gallon.	
Crude, 40 @ 47 gravity	per lb. 19 @
Refined, free L. S. to White	per lb. 40 @ 45
Ref'd, in bond, prime L. S. to White	per lb. 29 @
Ref'd, in bond, Standard White	per lb. 30 @ 30
Naphtha, Refined (60 @ 68 gravity)	per lb. 25 @ 27

New York Stock Exchange.
Actual Sale Prices for the week ending Dec. 19.

	Th 13.F.14 Sat.15.	M.17.	Tu.18.	W.19.
Atlantic M. S. S. Co.	107 1/2	108	109	109 1/2
At. & Gt. W. (O) 1st m't.			95	
Buffalo, N. Y. & E. 1M.				
California Ts	117			
Canton Co.	48	48 1/2	48 1/2	48 1/2
Central Am. Trans.				
Chicago & Alton	111	110		
" pref.			110 1/2	110
" 1 M.				
" S. F.			101 1/2	
" Inc.b'ds	95 1/2			
Chicago, Burl. & Q.			150 1/2	151
" 8 p.c.				
Ohio & Northwestern	54 1/2	55 1/2	54 1/2	54 1/2
" pref.	75	79 1/2	79 1/2	80 1/2
" 1st M.	88		88	88 1/2
" 2d M.			88 1/2	
" S. F.	97			
" Consol.		82		84
Chicago & Rock Isl.	104 1/2	104 1/2	104	105 1/2
" 1st M.	70			105
Clev., Col. and Cin.	110	110		110
Clev. and Pittsburg	92 1/2	91 1/2	90 1/2	89 1/2
" 2 M.			91 1/2	90
" 3 M.				
" 4 M.	75			
Clev. and Toledo	114 1/2	114	113 1/2	115
" S.F. 7 p.c.			113 1/2	118
Cumberland Coal, pref	66 1/2	66	65	67
Del. & Hudson Canal	152 1/2		162	154
Del., Lack. & West.				
" 1M.sp.c.'71-5.				
" 2M.sp.c.'81	101			
Erie	73 1/2	73	72 1/2	73 1/2
" pref.		84		85 1/2
" 1 M. 7 p.c. '67		100		86
" 2 M. 7 p.c. '79				
" 3 M. 7 p.c. '88		99	99	
" 4 M. 7 p.c. '80	94	94	93 1/2	93 1/2
" 5 M. 7 p.c. '88				
Hudson River	122	122 1/2	120	122 1/2
" scrip.				
" 1M.7p.c.'69		105		
" 2M. S.F.				
" 3M. 7 p.c.'75				
" conv. bonds				
Illinois Central	118 1/2	118	117	118
" Can.b'ds.				
" bonds		106		106
Marietta & Cin. 1st pref.				
" 2d				
" 1st mort.				
Mariposa Mining Co.	12 1/2	12 1/2		
Michigan Central	118 1/2	112	111 1/2	112 1/2
" S.F.8p.c.'82				
" conv.8p.c.'69	106			
M. S. and N. I.	82 1/2	82	81 1/2	83
" guard			82 1/2	82
" 1M.S.F. 96		96	96	96
" 2 M.			96 1/2	96
Mil. and P. du Chien			98 1/2	
" 1st pref.				
" 2d pref.				
" 1st M.				
Milw. and St. Paul	51 1/2		51 1/2	52 1/2
" pref.	68 1/2	68	68	69
" 1st mort.				
" 2d mort.				
Miss. & Mo.				
" L.G.bonds				
Missouri 6s	91		91 1/2	93
" iss. to H. & S. J. B.			93	93
" Pacific	91	92	91 1/2	92 1/2
New York Central	112 1/2	112 1/2	110 1/2	111 1/2
" Real Estate				
" 7s.S.F.'76				103 1/2
" 7s.conv.'76				
" 6s.S.F.'83			95	
" 6s.S.F.'87			93	
N York & Harlem				
" pref.				
" 1M.7p.c.'78				
" 2M.7p.c.'64				
" 3M.7p.c.'67				
North Carolina 6s.	74 1/2	74 1/2	52	53
" ex-coupon.	54		60 1/2	60 1/2
" new	54		60 1/2	60 1/2
Ohio & Miss. cer.	29 1/2	29	29	29 1/2
" pref.			30	29 1/2
Pacific Mail S.S. Co.	171		170 1/2	171 1/2
Panama				
Phila. and Reading	111	110 1/2	111 1/2	111 1/2
Pitta. Ft. W. & Chicago	106 1/2	105 1/2	107	107 1/2
" 1M.		105	107	107 1/2
" 2M.	97 1/2		102	
" 3M.				
Quicksilver Mining Co.	47	45 1/2		
St. L., Alton & T. H.	40 1/2		41	
" pref.				
" 1M.				
" 2M. pref.			81	
" Inc.b'ds				
Tennessee 6s. 1890	70	69	68 1/2	69 1/2
" ex-coupon.	70	69	68 1/2	69 1/2
" new	69 1/2		69 1/2	69 1/2
Tol. Wab. & Western.	45	45 1/2	44	45
" Prof.				
" 1M. ex.			92	
" 2M.		76		75
" Int.b'ds				
Virginia 6s.				

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 19.

Th. 13. F. 14. Sat. 15. M. 17. Tu. 18. W. 19

FEDERAL STOCKS:				
U. S. 5s, 1871, reg.	103	103	103	103
U. S. 5s, 1871, coup.	103	103	103	103
U. S. 5s, 1874, reg.	103	103	103	103
U. S. 5s, 1874, coup.	103	103	103	103
U. S. 5s, 1885, coup.	99	99	99	99
U. S. 5s, 10-40s, coup.	99	99	99	99
U. S. 5s, 10-40s, reg.	99	99	99	99
U. S. 5s, 1881, reg.	108	108	108	108
U. S. 5s, 1881, cou.	112	112	112	112
U. S. 5s, '81, O.W.L.Y.	112	112	112	112
U. S. 5s, 1881, "y.	112	112	112	112
U. S. 5s, 1881, reg.	112	112	112	112
U. S. 5s, 1885, reg.	106	106	106	106
U. S. 5s, 1885, coup.	106	106	106	106
U. S. 5s, 5-20s, c. 1882-107	107	107	107	107
U. S. 5s, 5-20s, c. 1884-106	106	106	106	106
U. S. 5s, 5-20s, c. 1885	106	106	106	106
U. S. 5s, " reg.	106	106	106	106
7.30 Notes, 1st series, 105	105	105	105	105
" " 2d series, 105	105	105	105	105
" " 3d series, 105	105	105	105	105
American Gold	105	105	105	105

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Dec. 18.

W. 12. Th. 13. F. 14. Sat. 15. M. 17. Tu. 18

Ontario & Western				
" preferred	27	27	27	27
Camden & Amboy	126	129	129	130
" " 6s, '87	95	95	95	95
" " 6s, '70	95	95	95	95
" " 6s, '75	95	95	95	95
" " 6s, '85	92	92	92	92
" " 6s, '88	94	94	94	94
" mort. 6s, '89	94	94	94	94
Obs. & Del. Canal 6s '86	56	56	56	56
Del. Div. Canal	80	80	80	80
Elmhurst & W'msport	80	80	80	80
" " pref.	75	75	75	75
Lehigh Navigation	55	55	55	55
" " 6s, '84	92	92	92	92
Lehigh Valley R. R.	68	67	67	67
Little Schuylkill R. R.	75	75	75	75
Long Island	108	108	108	108
" " 6s	92	92	92	92
Minerhill	58	58	58	58
Morris Canal	93	93	93	93
" " pref.	125	125	125	125
" " 6s, '76	95	95	95	95
North Pennsylvania	108	108	108	108
" " 6s	108	108	108	108
Northern Central	48	48	48	48
Pennsylvania R. R.	54	54	54	54
" " 1st m. 102	97	97	97	97
" " 2d m.	97	97	97	97
Penn. State, 5s	94	94	94	94
" " 5s, coupon	94	94	94	94
" " 6s, W. L.	95	95	95	95
Philadelphia City, 6s	95	95	95	95
" " new, 99	99	99	99	99
" " munc.	99	99	99	99
Philad. Germ. & Nor.	54	54	54	54
Phila. & Reading	54	54	54	54
" " 6s, '86	54	54	54	54
" " 6s, '70	95	95	95	95
Philadelphia & Erie	31	30	31	31
" " 6s	91	92	92	92
Philad. & Sunbury, 7s	24	25	25	25
Schuylkill Navigation	24	25	25	25
" " pref. 33	84	84	84	84
" " 6s, '82	82	85	85	85
" " 6s, '76	90	90	90	90
" " 6s, '72	90	90	90	90
Susq. Canal	66	66	66	66
" " 6s, '78	94	94	94	94
Union Canal, pref.	98	98	98	98
" " 6s, '83	98	98	98	98
West Br. Canal 6s '78	98	98	98	98
Wyoming Valley Canal	14	13	13	13
" " bonds	14	13	13	13
Hestonville, (Horse)	14	13	13	13
Chestnut & Wal.	53	51	52	52
Green & Coates	53	51	52	52
2d and 3d streets	53	51	52	52
Spruce & Pine	53	51	52	52

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Dec. 18.

W. 12. Th. 13. F. 14. Sat. 15. M. 17. Tu. 18

Baltimore City 6s, 1875				
" " 1880	97	97	97	97
" " 1870	97	97	97	97
" " 1890. 98	98	98	98	98
Balt. and Ohio	114	114	114	114
" " b'ds, '82	98	98	98	98
" " " '87	98	98	98	98
" " " '75	98	98	98	98
" " " '80	98	98	98	98
" " " '85	98	98	98	98
Northern Central	48	48	48	48
" " b'ds, 1885	88	88	88	88
" " " 1900	89	89	89	89
Omny Passenger R. R.	17	17	17	17

Boston Stock Exchange.

Actual Sale Prices for the week ending Dec. 19.

Th. 13. F. 14. Sat. 15. M. 17. Tu. 18. W. 19

Boston and Lowell				
Boston and Maine	108	108	108	108
Boston and Providence	102	102	102	102
Boston and Worcester	102	102	102	102
Cheshire, pref.	63	62	62	62
Concord	108	108	108	108
Connecticut River	110	110	110	110
Eastern, Mass.	109	110	110	110
Eastern, N. H.	110	110	110	110
Fitchburg	115	115	115	115
Manchester & Lawr'ce	113	113	113	113
Melchigan Central	103	103	103	103
Northern, N. H.	103	103	103	103
Old Colony & Newport	103	103	103	103
Ph. W. & Baltimore	5	5	5	5
Port'd, Saco & Ports.	101	100	100	100
Vermont & Canada	101	100	100	100
Vermont & Mass.	60	60	60	60
Western	145	145	145	145
Broadway (Horse)	57	57	57	57
Cambridge	57	57	57	57
Metropolitan	57	57	57	57
Middlesex	47	47	47	47
Central Mining Co.	49	49	49	49
Copper Falls	49	49	49	49
Franklin	42	42	42	42
Huron	38	38	38	38
Ile Royale	18	18	18	18
National	14	14	14	14
Minnesota	14	14	14	14
Pewabic	27	27	27	27
Pittsburg	45	45	45	45
Quincy	38	40	42	42
Rockland	6	6	6	6

London Stock Exchange.

The following were the closing prices for American Securities on the 30th of November.

United States 5-20 yrs, 1882, 6 per cent		70	70
Virginia State, 5 per cent		49	51
Do., 6 per cent		41	42
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent		68	72
Do. do., 2d mort., 1881		68	70
Do. Pennsylvania, 1st mort., 1877		69	71
Do. do., 2d mort., 1882		66	68
Do. consolidated mortgage bonds, 1890		40	41
Erie shares, \$100 (all paid), 8 p. c.		45	46
Do. convertible bonds, 6 p. c.		68	70
Illinois Central 6 per cent, 1875		82	84
Do. 7 per cent, 1875		66	68
Do. \$100 shares (all paid)		74	77
Marietta and Cincinnati R. R. bonds, 7 p. c.		68	70
New York Central, \$100 shares		101	103
Panama Railroad, 2d mort., 1872, 7 p. c.		63	65
Pennsylvania R. R. bonds, 2d mort., con. 6 p. c.		63	65
Do. \$50 shares		32	36
Phila. and Erie 1st mort., 1881, (guaranteed by Penn. R. R.)		74	76
Do., with option to be paid in Philadelphia		—	—

American Railroad Journal.

Saturday, December 22, 1866.

Stock Exchange and Money Market.

A decided increase in the available supply of loanable funds is reported this week, on a moderately active and remarkably easy market. The speculative demand is fair but is not equal to the absorption of the augmented offerings, and the tendency of rates is in favor of borrowers. Lenders seem eager to place their balances on call at 6 per cent. to the Stock Exchange firms, and 5 per cent. to the dealers in Government securities. The last bank statement has strengthened public confidence in the future easy workings of the market, and all parties now seem to anticipate cheaper accommodation. The policy of government, relative to the great industrial and commercial interests of the country, as thus far developed, has been laudably conservative; and to this circumstance also is largely due the relaxation in monetary affairs, and the improved feeling among business people, generally. In the way of currency movements, it is reported that the flow is steadily in this direction, leading to a vigorous accumulation of legal tender and national bank notes in the vaults of the city banks. The discount market is reported comparatively tame. Prime short date commercial paper is in light supply and fair re-

quest at 6@7 per cent. per annum. In other grades, there is no noticeable movement, though the offerings of other than really good names are out of all proportion to the limited disposition of lenders to discount them, even at a severe shave. The bank returns, made up on Monday, showed a marked gain in strength, making it the most favorable statement given to the public in nearly two months. The legal tender reserve increased \$3,047,452; and the deposits, \$2,781,442, while the loans were reduced \$2,167,697, chiefly from the inability of the bank managers to place their funds advantageously at present. The specie reserve fell off \$590,350. The circulation increased \$3,002. The specie reserve of the banks is now \$13,991,200 against \$16,981,435 same time last year. The city bank deposits are now \$206,458,271, against \$228,484,370 week ending Oct. 6, 1866, and \$170,918,753, week ending Dec. 16, 1865. Their legal tender reserve amounts to \$63,994,309, against \$48,887,556 same time last year. Their circulation now stands at \$31,797,655 against \$16,570,613 same time last year. The loans are now \$258,452,330, against \$279,185,790 seven weeks ago, and \$227,814,356 at this date last year. The Bank Exchanges at the Clearing House, through the past week, averaged \$92,855,189 a day, against a daily average of \$107,885,977 the preceding week; and \$108,180,240 the week ending with Dec. 2. The current week's exchanges average about \$101,746,184 a day. The new Gold Exchange Bank has thus far relieved the city Bank Clearing-house of a large share of the daily exchanges or clearings of Bank checks. A much larger saving is looked for, through the Gold Exchange Bank in the way of check drawing, check certification and clearings than \$15,000,000 per day on the accounts of Gold brokers alone. On Tuesday \$72,000,000 of gross settlements were made, with resulting balances of only \$6,000,000.

The Philadelphia bank statement of Monday shows a loss in all items, save circulation, specie and loans, in which there has been a slight increase. The changes are on the side of a decrease. There was a loss of \$372,681 of legal tender notes, on a decrease of about the same amount shown by the last weekly exhibit. The average deposit line shows a decrease of \$723,637, on a decrease of nearly as much last week. The loans increased \$6,585, the specie slightly, and the circulation \$140,074. The aggregate clearings for the week foot up \$32,064,063, against \$35,775,798 last week—showing a decrease of about two and three-quarter millions. The balances for the week amounted to \$3,138,280—being a decrease on the amount of balances last week of over a hundred thousand dollars.

National Bank notes to the amount of \$344,440, were issued last week, making the total issue to 1,668 banks thus far \$300,231,371, against \$282,555,440 at the close of the last fiscal year, June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to \$2,091,432, leaving, with the existing 1,649 banks, an actual circulation at this date, of \$298,139,939. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to \$340,366,355; and for the public deposits, \$38,045,950—making a total of \$379,212,600. The Treasury Department, last week, redeemed and destroyed

\$388,000 of worn and mutilated fractional currency, and issued \$453,310 worth of new.

The U. S. Sub-Treasury receipts, week ending with Dec. 15, were \$12,793,157, including \$1,471,199 from customs duties; payments, \$10,703,386; balance at the close of the week, \$108,689,176, against \$106,689,405 at the close of the preceding week. The business of the Office during the first two days of the current week, was as follows: Monday receipts, \$5,268,182, and payments, \$6,045,112; Tuesday receipts, \$1,844,469, and payments, \$1,029,657. The balance at the close of business on Tuesday stood at \$108,727,058, against \$107,743,238 a week ago.

Government revenues are on a moderate scale at present, with a tendency to increasing fertility in the excises. Excises yielded, last week, \$4,500,000, against \$6,266,769, the preceding week; customs at the port of New York, \$1,471,199, and at the outports, at least \$500,000 (in coin) more, making the grand total income for the week equal to about \$7,250,000 in currency, against disbursements of \$3,583,113 on account of the three leading executive departments. The total receipts of the National Treasury, from excises, since July 1, 1866, have been about \$161,000,000, or an average of about six millions a week. The current customs revenues keep up to the average of about two millions in gold a week.

Speculation in gold has been rather more animated, since our last, but it has run chiefly against the market. The increasing produce exports, the rising quotations from foreign markets for American securities, and the proclaimed stable and conservative policy of Secretary McCulloch—in which purpose Congress is more than likely to support the financial minister—tend to depress the premium. The bear element in the Gold Room has been disposed to force the process by putting out short contracts. The highest figures made during the week were 138½, and the lowest 136½. The market was weakest on Wednesday, when gold opened at 137½, fell to 136½, and closed tamely at 137. The specie exports from the port amounted to \$1,138,980 last week, and \$115,437 on Wednesday. The *Asia*, from Boston on Wednesday, also took out \$50,000. Apart from the export demand, main legitimate inquiry at present is from importers, for custom house purposes. This inquiry, however, is temporarily restricted. The total imports of specie from Europe, and other ports since January 1, have been \$9,552,705. The customs demand for Gold last week, averaged \$245,199 a day; thus far, this week, it has been equal to \$189,830 a day, or equal to a weekly aggregate of \$1,138,980. The arrivals of specie from Europe, Havana and other foreign ports, during the week, reached \$131,896, and from California, none. The total customs revenue of the Government, in coin, at this port, since Jan. 1, has been \$127,495,017, against \$99,305,197 same time last year. The total receipts of California gold at this port since Jan. 1, have been \$40,694,505, against \$19,796,298 same time last year, showing an increase, in 1866, of \$20,898,207. The exports of specie from this port, last week, were \$1,348,563, making the total outflow of specie from the port, since Jan. 1, \$60,497,607, against \$29,226,453 same time last year, \$47,857,724 same time in 1864, and \$69,153,653 same time in 1859. Government disbursed last

week through the U. S. Sub-Treasury here, on account of the November coin interest on the public debt, chiefly on the Five-Twenty Loan, \$393,000, making the total coin interest disbursements through the Government office, since Jan. 1, 1866, \$47,906,371, against \$37,948,868 same time last year. The specie exports from San Francisco from Jan. 1, to Nov. 14, reached \$39,370,856, against \$39,951,843 same time last year.

Foreign exchanges improved a fraction early in the week, on a livelier inquiry for prime bills, especially on London, which were in very moderate supply. Subsequently, the offerings increased, and the demand fell off somewhat, leaving the market quite spiritless after the closing of the mails on Wednesday, with a tendency to lower figures. Bankers' 60 day bills on London closed at 109¾@109½, and on Paris to 5.17½@5.13½; sight bills on London to 110½@110¼; and on Paris to 5.13¼@5.10¾. The offerings of produce bills have been rather more extensive this week, owing, in part, to the increased produce exports from this port. The week's exports of domestic produce and miscellaneous goods have been to the currency value of \$4,095,672, making the exports since January 1, \$182,581,010, against \$171,234,076 same time last year.

Government securities have been in much better demand, and decidedly firmer in price. The main inquiry has been for the Five-twenties and Seven-thirties. The Five-twenties of 1862 have begun to attract the attention of foreign buyers, once more, in view of the advancing tendency of the bonds abroad, the gradual disappearance into investment channels of the floating supplies in foreign markets, and probability of an early increase of foreign investment orders. Such orders are now coming to hand on a very moderately supplied and rather buoyant local market, which any material increase of demand could not fail to influence most favorably for the public credit. The home inquiry has been principally for the new 5-20s of 1865, which have now attached to them nearly a half year's coin interest; and for the first series of the Seven-thirties, which are immediately convertible into the latest issue of the Five-twenties. U. S. sixes of 1867 closed here on Wednesday at 127; U. S. sixes of 1868, at 125; U. S. sixes of 1881, 112¼@112¾; U. S. Five-twenties of 1862 at 107½@107¼; U. S. Five-twenties of 1865 at 106¾@106½; U. S. Five-twenties of 1865, consolidated, 108¾@108½; U. S. Ten-forties at 99¾@100, and U. S. Seven-thirties at 105½@105¼. The brokers are buying the compound interest notes at the following rates, and selling at an advance of ¼@½ of 1 per cent. on these figures:

June, 1864.....116¼	May, 1865.....111½
July, 1864.....115¾	August, 1865.....110¾
August, 1864.....115¼	September, 1865.....110¾
October, 1864.....114¼	October, 1865.....110
December, 1864.....113¼	

Railway and miscellaneous securities were active and buoyant during most of the week, but within a day or two, there has been some pressure to realize, and consequent heaviness in the dealings, though these incidents are deemed purely temporary, in view of the cheapening money market.

The Stock Exchange now holds a protracted single session from 10 A. M. to 4 P. M., for the purpose of diverting business from the Open Board and the Long Room. The change is not deemed likely to prove advantageous to any in-

terest. In such a tedious sitting, the dealings cannot fail to drag, and the brokers will soon find such protracted labor, very monotonous, if not absolutely unprofitable. The official reports of sales are made up from ten to twelve o'clock, and from twelve to four o'clock in two separate lists.

General business exhibits rather more animation and buoyancy, particularly in the line of the leading kinds of domestic produce, such as breadstuffs and cotton, which have advanced; and provisions, which have been irregular in price. All these have been more or less sought after for export. Middling grades of Cotton closed firmly at 34½@36½ per lb., on a rather buoyant market. The stock of cotton now here is estimated at about 150,000 bales. The receipts at the port this week, have averaged nearly 4,000 bales a day. The receipts since the commencement of the current cotton year, Sept. 1, have been 214,000 bales, against exports of 91,600 bales. The receipts at all the shipping ports from September 1, to latest mail dates have been 550,000 bales against 741,000 bales same time last year; exports, 205,000 bales, against 362,000 bales same time last year, estimated stock at latest dates, 460,000 bales, against 412,000 bales same time last year. In dry goods and other merchandise, there has been a moderate increase of business, and price, have exhibited more particularly for staple articles in other than speculative hands. The total imports of foreign dry goods, last week, were \$1,123,269, and the total amount marketed \$760,875. The value of foreign merchandise imported last week, was \$1,879,628—making the grand total specie value of last week's imports of dry goods and merchandise, \$3,002,897, and since January 1, \$283,597,050, against \$198,822,383 same time last year. The ocean freight market is more active and firmer with 555 vessels of all classes in port.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Dec. 4.	Dec. 12.	Dec. 19.
Consols.....	@88½	88¼	89½
U. S. 5-20's of 1862—	@70½	71	71½
U. S. 5-20's of 1865—	@69½	—	70¼
Erie.....	@46¼	47½	46¾
Ill. Central.....	@77½	77½	77½

The New York exports, exclusive of specie, for the week ending Dec. 18, and since the beginning of the year, compare as follows:

	1865.	1866.
For the week.....	\$4,810,189	\$4,095,672
Prev. reported.....	166,423,887	178,485,338

Since January 1.....\$171,234,076 \$182,581,010

The New York imports for the week compare as follows:

	1865.	1866.
Dry goods.....	\$1,888,802	\$1,123,269
Gen. merchandise.....	1,451,256	1,879,628
Total for the week.....	\$3,340,058	\$3,002,897
Prev. reported.....	195,542,325	280,594,153

Since January 1.....\$198,822,383 \$283,597,050

The balance in the Sub-Treasury on Wednesday was \$109,811,419 41.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—N. Y. State 7s, Bounty Loan, reg., 104¼; do., coupon, 108; City 6s, 1887, 100; Virginia 6s, ex-coupon, 45½; Ohio and Miss. 1st mort., 92½; Chicago, Rock Island and Pacific 7s,

98½; Stonington, 99½; Morris and Essex, 80; do., 1st mort., 96¾; Chicago and Great Eastern, 34; Hannibal and St. Joseph, 59; do., pref., 63; Chicago and Milwaukee, 68; New York and New Haven, 120; New Jersey Central, 125; Wilkesbarre Coal, 63; Butler Coal, 19¾; Central Coal, 50; Spring Mt. Coal, 70; Mariposa pref., 81¾; Union Navigation, 106¾; Boston Water Power Co., 32; South Am. Nav. and Marine R. R. Co., 118½; Adams' Exp. Co., 62¾; American Express 75; Western Union Tel., 46; do., Russian Extension, 97; Bank State of New York, 108¾; 9th National Bank, 120; 4th National Bank, 111½; Am. Ex. Bank, 114½; Central Bank, 110¾; Manhattan Bank, 137; Bank of America, 137; Bank of North America, 112; Gallatin National Bank, 107¾; Alpine Gold, 1.50; Atlantic and Pacific, 4.00; American Flag, 1.50; Ayers' Mill and Mining Co., 4.95; Bates and Baxter, 1.80; Boscobel Silver, 0.65; Bullion Consol., 2.50; Burroughs, 0.85; Benton, 1.00; Columbian Gold and Silver, 1.90; Consol Gregory, 9.85; Corydon, 4.00; Canada Copper, 0.50; Downieville, 0.11; Gunnell, 0.85; Holman, 0.23; Hope, 0.90; Keystone Silver, 0.10; Kipp and Buell, 0.98; La Crosse, 1.20; Long Island Peat, 3.80; Liberty, 0.12; Montana, 0.50; Nye, 0.12; New York, 1.50; Oak Hill, 0.20; Pah Ranegat Centre, 2.65; Quartz Hill, 3.80; Smith and Parmalee, 7.25; Walkill Lead, 1.40; United States Petroleum, 4.10; Bennehoff Run, 4.05; N. Y. and Allegheny, 5.15; National, 2.50; N. Y., Phila. and Balt., 0.04.

Philadelphia.—Philadelphia and Trenton R. R., 126; do., 6s, 97; Belvidere Delaware bonds, 85; Pittsburg 5s, 74½; Allegheny County 5s, 75; Race and Vine street R. R. 7s, 78; Girard College R. R., 29; 13th and 15th streets, 19; West Branch Canal, 28½; Delaware Division Canal bonds, 90; N. Y. and Middle Coal Fields, 3½; Locust Mt. Coal, 46; Bank of North America, 240; Farmers' and Mech. Bank, 135; Commercial Bank, 55½; Union Bank, 63; Mechanics' Bank, 31¾; Manuf. Bank, 31½; Ocean Oil, 3¾; Hyde Farm, ¼; Mt. Farm, ½; Maple Shade, 2½; Daltzell, ½; The latest quotations are: City 6s, 96@96½; do., new, 99¾@99½; State 5s, 95@95½; do., coupon, 95@95½; do., 6s, W. L., 103¼@103½; Phila., Wil. and Balt., 56; Reading, 52½@52¾; do., 6s, 1870, 95@97; do., bonds, 92¼@93; do., con., 112@117; Camden and Amboy, 130@130½; Penn. R. R., 55@55½; do., 1st mort., 102½@102¾; do., 2d mort., 97¾@98¼; Little Schuylkill R. R., 33@36; Morris Canal, 87@88; do., pref., 124@125; do., bonds, 91@94; Wyoming Valley Canal, 54@55; do., 6s, 85@89; Susquehanna Canal, 14@15; do., 6s, 65¾@66; Sch. Nav., 25¾@25¾; do., pref., 35¾@35¾; do., 6s, 1882, 80@80; Union Canal bonds, 21½@23; Delaware Div. Canal, 56@57; do., bonds, 90@93; Elmira and Williamsport, 29@30; do., pref., 42@45; do., 7s, 1873, 95@100; do., 5s, 65@67; Lehigh Coal and Navigation, 55¾@56; do., bonds, 1884, 93@98½; North Pennsylvania, 38@38¾; do., 6s, 92¼@93; Philadelphia and Erie, 31½@31¾; do., 6s, 91¾@92½; Minehill, 58¼@59; Catawissa, —@—; do., pref., 29¼@29¾; Lehigh Valley, 67@67¾; do., bonds, 96@98; Fifth and Sixth streets, (horse,) —@50; Second and Third, 90@92; West Philadelphia, 71@75; Spruce and Pine, 34@34½; Green and Coates, 31@—; Chestnut and Walnut, 51¾@52; Thirteenth and Fifteenth,

19@20; Girard College, 28½@29; Tenth and Eleventh, 30@70; Union, 38@40; Hestonville, 14¼@14½.

Boston.—Eastern R. R. 6s, 1874, 97¾; Old Colony and Fall River 6s, 1869, 98¼; do., 1875, 97¾; Vermont Central and Vermont and Canada Chattel 8s, 108¾; Vermont Central consolidated, 76; Northern (Ogdensburg) old 1; Boston, Hartford and Erie, 9¾; do., 7s, 44; Vermont Central, old, 1¾; Ogdensburg and Lake Champlain, 74½; do., pref., 103; Sandusky, Dayton and Cincinnati old, 127¾; do., pref., 32½; Granite R. R., 54¼; Pepper Well Pet., 0.70; Central Pet., 1.00; Massachusetts and Oil Creek, 0.12; Mt. Pleasant Coal, 21; Harleigh Coal, 49½; New England Coal, 15; Mammoth Vein Coal, 1.55; Boston and Mahanoy Coal, 7; Quartz Hill Gold, 4.10; Croydon Gold, 4.25; Montezuma Gold, 1.35; Ophir N. S., Gold, 2¾; Caledonia Gold, 0.30; Adams' Exp., 63; Boston Water Power Co., 32; Cary Imp., 12; Boston and Roxbury Mill, 44; Connecticut 6s, 1886@1894, 99¾; Massachusetts 6s, 1875, gold, 110¾; do., 1894, gold, 99¼; do., 6s, 1872, gold, 110; New Hampshire 6s, 1870, 98¾; Albany 6s, 1896, 96; Roxbury 6s, 1874, 87¼; do., 6s, 108; Boston 6s, 1878, currency, 101¾; Providence 6s, 1875, 99; Portland 6s, 1876, 97¾; Cambridge 6s, 1875, 98; St. Louis 6s, 1871, 94; Springfield Ills., 8s, 99½; Boston Gas, 750; Cambridge Gas, 100; East Boston Gas, 29½; Hamilton Bank, 124¼; Merchants' Bank, 117½; Everett Bank, 102; Suffolk Bank, 117; Exchange Bank, 140¾; Bank of Republic, 127½; Shoe and Leather Dealers' Bank, 134; Market Bank, 109¾; 3d National Bank, 111½; Eagle Bank, 116½; New England Bank, 123½; Bank of Redemption, 110; North Bank, 113¾; Webster Bank, 109; Howard Bank, 105; Eliot Bank, 117¼; Boston Bank, 110; Traders' Bank, 100½; Bank of Commerce, 118; Maverick Bank, 102¼; Boylston Bank, 136½; Hide and Leather Bank, 141½; Albany and Boston Mining Co., 7; Bay State, 10¼; Canada, 62½c; Hancock, 12¾; Hanover, 1½; Madison, 2½; Northwestern, 3; Phoenix, 6; St. Clair, 7½; Star, 1½; Superior, 2¾; Winthrop, 1½.

Baltimore.—Virginia 6s, reg., 86; Maryland 6s, 1890, 100½; Marietta and Cincinnati bonds, 85½; Virginia and Tennessee, R. R. 8s, 80; Maryland Anthracite Coal, 4¼; George's Creek, 109; Santa Clara, 8½; Gardner Hill, 0.95; Bare Hill, 0.40; Bank of Baltimore, 107; 3d National Bank, 101½. The latest quotations are: Balt. and Ohio, 114@114; do., 6s, 1867, 96@100¾; do., 1875, 93@100; do., 1880, 98@99; do., 1885, 97@98; Northern Central, 48@48½; do., bonds, 1885, 86@88; N. W. Va. 1st mort., 1873, 95@95½; do., 2d mort., 96@96; do., 3d mort., 17@17½; Marietta and Cincinnati 7s, 1891, 85½@86½; Central Ohio, 22@—; do., 1st mort., 89@90; Western Md. bonds, 74@74¾; do., guar., 95½@96; Maryland 6s, coupon, 1870, 101@102; do., Ins., 101@102; do., 1890, 100@102; Baltimore 6s, 1870, 95@98; do., 1873, 95½@96; do., 1875, 97¼@97¾; do., 1886, —@98¾; do., 1890, 98@98½; do., coupon, 100@100; Park, do., 97@97½; do., 1892, 93@99; do., 5s, 1838, —70, 83@83; City Passenger R. R., 17½@17¾; Canton Co., 34@50; Gardner, 0.65@0.75; Am. Gas Coal, 0.95@0.95; Maryland, 0.10@0.15; North State, 0.10@0.15; Springfield, 0.05@0.11; George's Creek, 100@110; Santa Clara, 3@3½; Balt. Chrome, 0.35@0.40; Bare Hill, 0.46@0.50; Atlan-

tic Coal, 0.50@0.80; Mineral Hill, 0.35@0.45; Baltimore Coal, 150@190.

Iowa Railroads.

No State in the Union is more wide awake on the subject of railroads at this time than Iowa. The roads already in running order are rapidly pushing ahead, opening up more and more miles into the country; work is being pushed forward on new lines already projected, and plans are being rapidly developed for still further lines. During the past year, says the Dubuque *Herald*, the Dubuque and Sioux City Railroad has been opened through to Iowa Falls; the McGregor Western has been completed from Calmar to Cresco; the Northwestern has been pushed through from Boonsboro nearly to Council Bluffs; the Mississippi and Missouri has been opened up still further west, and the Des Moines Valley completed to Des Moines. During the next season these roads will be pushed still farther, and it is not unlikely that trains may be running before January, 1868, upon roads now only commenced. The Dubuque and Sioux City should be pushed through to Fort Dodge, and it is to be hoped it will be. And the Cedar Falls and Minnesota, under the control of the Dubuque and Sioux City, will be completed from Waverley to Nashua and perhaps to Charles City. All this, of course, develops the State, promotes settlement, enhances values, encourages industry, thrift and enterprise, and pushes the State along faster than all other interests combined.

The Tehuantepec Railroad.

The Washington correspondent of the *Journal of Commerce* says the project of the transit company for the construction of a railroad and telegraph across the Isthmus of Tehuantepec is attracting more general attention there than any other commercial enterprise of the day; the route by the Isthmus from New York to our Pacific coast being represented shorter by nearly fifteen hundred miles than by way of Panama; and that if the Fernandina road across Florida be adopted as a part of the route, the distance saved will be nearly two thousand miles. The Liberals have been throughout in undisputed possession of the State of Tehuantepec. The transit company have an order from President Juarez to the local authorities to extend all facilities for the immediate commencement and prosecution of the work, and will proceed forthwith to build the road. Its friends confidently expected that in less than two years the route will be opened and thronged with the commerce of the world.

James River and Kanawha Canal.

The Richmond *Examiner* says that the prospect that the James River and Kanawha Canal will be taken by the French Company, which has been negotiating for it for several years past, is better than it has been since the close of the war, and much better than the friends of the company have thought it to be since the negotiations were reopened in 1865.

The Baltimore Central Railroad.

Only 11 miles of this road require completion to connect it with the Philadelphia, Wilmington and Baltimore Railroad at the Susquehanna, near Port Deposit. When this short distance is finished farmers along the line will be afforded a choice of markets in Philadelphia and Baltimore.

Railroad Earnings.—Weekly.

The earnings of the Grand Trunk Railway of Canada for the week ending Dec. 8th, 1866, were \$184,804 00
Corresponding week of previous year.. 181,074 00

Increase..... \$3,730 00

The earnings of the Chicago and Northwestern Railway for the second week in Dec., 1866, were..... \$159,564 00
Corresponding week of previous year.. 139,590 00

Increase..... \$19,974 00

The earnings of the Detroit and Milwaukee Railroad for the week ending Dec. 13th, 1866, were \$23,725 00
Corresponding week of 1865..... 23,889 00

Decrease..... \$5,164 00

The earnings of the Michigan Southern and Northern Indiana Road for the 2d week in Dec. 1866, were..... \$71,012 00
Corresponding week of 1865..... 81,311 00

Decrease..... \$10,299 00

The earnings of the Chicago and Rock Island Railroad for the 2d week in Dec., 1866, were..... \$48,611 00
Corresponding week of previous year.. 52,615 00

Decrease..... \$4,004 00

The earnings of the Western Union Railroad for the week ending Dec. 14, 1866... \$7,853 71
Corresponding week previous year.... 8,303 14

Increase..... \$449 43

The earnings of the Marietta and Cincinnati Railroad the 1st week in Dec., 1866... \$24,540 00
Corresponding week previous year.... 26,127 50

Decrease..... \$1,587 50

The earnings of the Michigan Central Railroad for the 1st week in Dec., 1866, were.. \$72,368 00
Corresponding week of previous year.. 81,442 00

Decrease..... \$9,074 00

The earnings of the Chicago and Great Eastern Railway for 1st week in Dec. were.... \$28,247 24
Same period last year..... 23,500 54

Increase in 1866..... \$4,746 70

Railroad Earnings.—Monthly.

The earnings of the Cleveland and Pittsburg Railroad for the month of Nov., 1866, were:

From freight	\$141,287 35
" passengers	55,299 55
" miscellaneous	4,800 00

\$201,386 90

Nov., 1865:
Freight, passengers, etc..... 220,107 81

Decrease..... \$18,750 91

The earnings of the Ohio and Mississippi Railroad line, from Cincinnati to St. Louis, for Nov., were:

	1866.	1865.
Eastern Division.....	\$177,826 36	\$242,581 35
Western Division.....	124,599 44	169,971 98

Total..... \$302,425 80 \$412,553 33
Decrease..... \$110,127 53

Comparative earnings from January 1, to Nov. 30, inclusive:

	1866.	1865.
Eastern Division.....	\$1,822,194 55	\$2,063,107 69
Western Division.....	1,276,775 90	1,445,579 09

Total..... \$3,098,970 45 \$3,508,686 78
Decrease..... \$409,716 33

Railway Statutes of New York.

We continue down to the present year our digest of the miscellaneous statutes of this State relating to railways. Many of them are of the utmost importance, and should be more familiar to the officers and employees of railroad companies than we have reason to believe they are.

License to sell Tickets—Prohibition of Unauthorized Sale—Places and Prices of Tickets—Penalties.

—By chapter 470 of the laws of 1857, it is provided that no person other than the agents or employees of railroad, steamboat or steamship companies of this State, shall offer for sale or sell any ticket or tickets, or any printed or written instrument issued by, or purporting to have been issued by any railroad, steamboat or steamship company in this State or elsewhere, for the transportation of any such passengers upon any such railroad, steamboat or steamship, or any instrument wholly or partly printed or written, delivered for the purpose or upon the pretense of the procurement to such passenger or passengers, of any such ticket or tickets, or in any other manner, charge, take or receive any money as a consideration or price for such passage, or for the procurement of such passage ticket or tickets, and no ticket or tickets, or other evidence as aforesaid, shall be sold or offered for sale by the said agents or employees, except at the offices designated for that purpose by the said companies respectively, and at prices not exceeding their regular established rates. (Sec. 1.)

Section 3, provides that the violation of this act shall be punished by fine of not less than one hundred dollars, or by imprisonment of not less than three months, or by both.

Sleeping Cars—Fare—Tickets—Liability of Company.—Any patentee of a sleeping car, or his legal representative, may place his car on any railroads of this State, with the assent of the companies owning the same. Such patentee, or his legal representative, may charge for use of said car in all cases to each passenger occupying the same, forty cents, which sum shall entitle a passenger to the use of a berth for one hundred miles; and the said patentee, or his legal representative, may charge at the rate of three mills for every additional mile, but in no case shall the charge exceed eighty cents. (Act of 1858, Chap. 125, § 1.)

The railroad companies permitting the use of such cars shall, nevertheless, keep sufficient first class cars of other kinds for the convenient use and occupation of all passengers not wishing to use a sleeping car. And the tickets issued for the use of sleeping cars, shall have plainly written or printed thereon, "Sleeping car," and all persons using a sleeping car, shall be furnished with such tickets. (§ 2.)

No railroad corporation shall be interested in the additional sum paid for the use of berths in sleeping cars, pursuant to the provisions of this act. (§ 3.)

Nothing in this act contained, shall be so construed as to exonerate any railroad company from the payment of damages for injuries in the same way and to the same extent, they would be required to do by law, if such cars were owned and provided by the company. (§ 4.)

Railroad Police—Appointment and Powers.—By Chap. 346, laws of 1863 as amended, by Chap. 259, of the laws of 1866, it is provided that any

railroad corporation on which road steam is used as the motive power, and any steamboat company may apply to the Governor to commission such person or persons as the said corporation may designate, to act as policeman for said corporation; but no more than one policeman shall be appointed at any one station of such company. (§ 1.)

The Governor, upon such application, may appoint such persons, or so many of them as he may deem proper to be such policemen, and shall issue to such person or persons so appointed, a commission to act as such policemen. (§ 2.)

Every policeman so appointed shall, before entering upon the duties of his office, take and subscribe the oath prescribed in the twelfth article of the constitution; such oath, with a copy of the commission, shall be filed with the Secretary of State, and a certificate thereof by said Secretary be filed with the clerk of each county through or into which the railroad or steamboat for which such policeman is appointed may run, and in which it is intended the said policeman shall act; and such policemen shall severally possess all the powers of policemen in the several towns, cities and villages in which they shall so be authorized to act as aforesaid. (§ 3.)

Such police shall, when on duty, severally wear a metallic shield, with the words "railway police," or "steamboat police," as the case may be, and the name of the corporation for which appointed inscribed thereon, and said shield shall always be worn in plain view, except when employed as detectives. (§ 4.)

Health of Cattle Transported in Cars.—No railroad company in the carrying and transportation of cattle, sheep or swine, shall confine the same in cars for a longer period than twenty-eight consecutive hours, unless delayed by storms or other accidental causes, without unloading for rest, water and feeding, for a period of at least ten consecutive hours. In estimating such confinement, the time the animals have been confined without such rest on connecting roads from which they are received shall be computed, it being the intention to prevent their continuous confinement beyond twenty-eight hours, except upon the contingencies stated. Nothing in this act shall require the unloading of cattle, sheep or swine from the cars of the Buffalo and State Line Railroad before their arrival at Buffalo, and the Atlantic and Great Western Railroad before they arrive at Salamanca. (Laws of 1866, Chap. 560, § 1.)

By the 2d section of this act, it is provided that if the owner or person in charge of said animals refuses or neglects to pay for the care and feed of animals so rested, the company may charge such expense to the owner or consignee, and retain a lien upon the animals until the same is paid; and it is further provided that no claim of damages for detention shall be recovered by the owner or shipper of any animals for the time they are so detained.

Penalty for Violation.—The 3d section provides that any railroad company, owner, consignee or person in charge of said cattle who shall violate any provision of this act, shall for each and every violation, be liable for a penalty of \$100, to be sued for and collected by any person, in the name of the people, one-half of the penalty when col-

lected to belong to the informer, and the balance to be paid to the State Treasurer.

Town Subscriptions to Railroad Companies.—Chapter 696 of the laws of 1866, provide that the original written consent of the tax payers to the loaning of money on the credit of the town or city to aid in the construction of any railroad, shall be duly recorded and filed in the clerk's office of the county in which such towns or cities may be situated, and a certified copy filed in the county where the property affected thereby is situated.

Railroad Operated by Cable attached to Stationary Power.—By chapter 697 of the laws of 1866, provision is made for the formation by ten or more persons of a company for constructing, maintaining and operating a railway for public use in the conveyance of persons and property by means of a propelling rope or cable attached to stationary power, on their complying with the provisions of the general railroad act of 1850. Sections 2 and 3 of the act direct the name by which the company may be designated, and the fare allowed to be charged (not exceeding five cents per mile.) Section 4 permits the construction and operation of a road in other States, where the laws of such State do not conflict. Section 5 provides for the extension of the life of such companies upon certain conditions precedent.

Prohibition of Free Passes on Railroads.—Every railroad company in this State is hereby prohibited from issuing free passes over its respective road or roads, or carrying persons or property free of charge over its road or roads, except such persons as may be injured upon its road or roads, and excepting such persons as may be employed by such railroad companies, as clerks, laborers, officers or attorneys, and excepting also sick and disabled soldiers. (Laws of 1866, Chapter 798, § 1.)

The penalty for a violation of this act shall be fifty dollars for each offence, to be sued for and recovered in the county where the offence shall be committed, by the district attorney thereof, in the name of the people of this State, and when collected shall be paid into the Treasury of the State. (§ 2.)

Annealed Car Wheels.

The Union Car Wheel Company, with works at Jersey City and Harlem, under the Superintendence of H. W. MOORE, Esq., the original founder of the Union Car Wheel Works at Jersey City, have inaugurated a more perfect method of annealing car wheels than any to which our attention has been called. Their wheels ought certainly to prove to be the very perfection of a car wheel.

The two chief requisites in a good wheel are attained viz: the *deep chill* on the tread and the *tough plate*—for whatever may be said in favor of any particular make of iron for car wheels, certainly any iron is tougher for being made malleable, and any car wheel is stronger in proportion as its web is made homogeneous and free from the strain of shrinking.

The principle on which this concern make their wheels is claimed to be this; to make a high mixture of the best charcoal irons, so high a mixture as to impart a deep chill averaging half an inch in depth. The plate or web and spokes of the wheel are thus cast so hard that the wheel

would be too hard to bore out. It is at red heat, however annealed raised to a white heat and treated much as iron is treated to make it malleable. This produces a soft tough plate capable of resisting great concussion, the tread during the process being so protected that the chill is not annealed. Three days are required to anneal the wheel.

The result is that a wheel weighing 400 lbs., will stand thrice as much pounding as one of 500 lbs., cast and cooled in the usual way in sand or with a fire to prolong its cooling. We can see no reason why a decarbonized casting is not the thing for car wheels, and we believe that the time will come when Railway Managers will require all the wheels they use to be annealed by decarbonization as is done at the Jersey City and Harlem Wheel Shops by Mr. Moore.

Mr. Moore has annealed a wheel so thoroughly as to take a piece of the plate and draw it out in a forge.

A deep chilled tread and a plate approximating wrought iron cast in one piece from the best irons must prove in the long run the safest and most desirable thing in this line of which we have any knowledge.

We hear that Engine Wheels weighing 400 lbs., from the U. C. W. Works, have been running since spring on a passenger train without a failure or the first sign of wear. This reduction in weight is very desirable as saving power in hauling, the saving to a train of 40 freight cars being over 80,000 pounds dead weight. This saving in wear and tear and in power would of itself prove an economy so considerable as to pay for the wheel in its ordinary life time.

The Union Car W. Co., are the sole proprietors of this valuable process. A visit to their works near the ferry at Jersey City, to see specimens of their work would convince any practical railroad officer of the truth of our statements in regard to the annealed wheels.

Specimens may also be seen at the office of the President of the Company, H. C. LUCE, Esq., 117 Broadway, N. Y.

Lake Superior Iron.

A recent article in the *Scientific American* professes to find the cause of the frequent breaking of the shafts and cranks of ocean steamers in the fact that they are generally made of scrap iron. It says: "From the examination we have given this subject, we are of the opinion that the only reliable and safe course for our forge-masters to pursue, is to make their forgings of one kind of iron. Let them test the various brands of foreign and American irons, and use only the strongest and most tenacious that can be procured; and we feel confident that we shall hear no more of broken steamer shafts, endangering a loss of life and property." A Western exchange, in noticing this article claims for the Lake Superior iron the superiority over all other brands in strength and tenacity. The editor has seen an inch square bar of Lake Superior iron bent double and hammered down at the bend, when perfectly cold, without even presenting a fibrous or abraded appearance, but drawing perfectly smooth and as bright as polished tin over the curve. He has also seen an inch-and-a-half round bar, having a solid head forged on each end, drawn out by tractive force like a stick of soft wax, until it was about one inch

in diameter in the centre, without a sign of parting, or the tearing of any fibres, or the appearance known as 'brooming'; but the portion drawn out remained smooth and became as bright as a mirror." The common impression that this iron is too soft for use as shafting, we are assured, is quite unfounded. Though tenacious and ductile it is not extremely flexible, and can be tempered to a great rigidity. The subject is certainly worth the attention of forge-masters, and scientific men generally will be interested in its discussion.

Erie Railway.

The earnings of the Erie Railway and Buffalo Division for the month of Nov., 1866, were:

Erie Railway.....	\$1,330,448 73
Buffalo Division....	86,878 79—\$1,417,327 52
Nov., 1865—	
Erie Railway.....	\$1,522,471 55
Buffalo Division....	115,121 00—1,637,592 55

Decrease on Erie Railway and Buffalo Division..... \$220,265 03

The earnings of the Erie Railway (including the Buffalo Division) for the first eleven months of the fiscal years 1865 and 1866, have been as follows:

	1865.	1866.	Inc.
January...	\$1,070,890	\$1,187,188	Inc. \$116,298
February..	1,011,785	983,855	Dec. 27,880
March	1,331,124	1,070,434	Dec. 260,690
April	1,538,313	1,153,295	Dec. 385,018
May	1,425,120	1,101,688	Dec. 323,452
June	1,252,370	1,243,143	Dec. 9,227
July	1,274,558	1,203,462	Dec. 71,095
August ...	1,418,742	1,290,330	Dec. 128,412
September.	1,435,285	1,411,347	Dec. 23,938
October...	1,580,317	1,480,251	Dec. 100,066
November.	1,637,592	1,417,327	Dec. 220,265

Total decrease \$1,433,685

The earnings of October and November, 1866, do not include those of the Canandaigua Branch, as it is not now operated by the Erie Railway Company. In comparing the relative earnings, therefore, those of the Branch for October and November, 1866, should be added. This of course we cannot do unless they are supplied to us; and, indeed, no separate statement of them has ever been made public. The earnings of the Buffalo Division in October, 1865, were \$141,701. In October, 1866, even these were not published separately, less the comparison should be unfavorable.

☞ The earnings of the Spruce and Pine streets Passenger Railway, Philadelphia, for the year ending October 31, 1866, were \$101,986 39, from which was absorbed in expenses \$63,495 42, leaving a net income of \$38,490 97, against gross receipts last year of \$84,900 80, and expenses \$64,355 99, leaving a net income of \$20,544 81, showing a net gain this year over that of last year of \$17,946.

☞ The Grand Trunk Railway Company of Canada have contracted with Mr. Hodges for a supply of peat for four years, one hundred tons per day for the first year, and three hundred tons per day for the remaining three years.

☞ The newly chartered Coos Railroad Company contemplates the immediate construction of a line from Littleton via Lancaster to the Grand Trunk at Northumberland.

☞ Hon. D. Waldo Lincoln, of Worcester, has been elected Vice President of the Boston and Worcester Railroad Company.

Ohio—Property and Taxation.

The following is an official statement of the valuation and taxation of Ohio for the year 1866:

The number of acres of land assessed for taxation is 25,403,301, the valuation of which is.....\$498,771,084
The value of real estate in cities, towns and villages is..... 164,876,508
The value of chattel property is.... 442,561,379

Total valuation of 1866.....\$1,106,208,921

This is an increase over 1865, of \$36,603,066, of which the sum of \$175,072 was in real estate not in cities and villages; \$2,914,491 in real estate in cities, towns and villages, and \$33,513,503 in chattel property.

On the duplicate of 1866 taxes have been levied as follows:

For sinking fund, for payment of principal and interest of the Public Debt	\$1,325,439 75
For general revenue—support of the State Government.....	1,104,535 46
For common school fund	1,437,192 02

Total

The County and local taxes amount to..... 12,640,699 90

Thus making the total State and local taxes for 1866.....\$16,507,867 13

The sum shows that notwithstanding the large increase in the base of taxation, the aggregate for all purposes are \$4,088,370 55 less than they were last year. The decrease is thus divided:

State taxes.....	\$1,796,200 20
Local taxes.....	2,242,170 85

Total.....\$4,038,370 55

The aggregate assessments for school purposes this year amount to \$4,493,844 50, of which the sum of \$3,056,652 48 is by local taxation, and \$1,437,192 02 by State levy.

Interest and Dividends.

The Philadelphia and Reading Railroad Company have declared a dividend of five per cent. on the preferred and common stock, clear of National and State taxes, payable in cash or common stock at par, at the option of the holder, on and after the 31st inst., at the office of the company in Philadelphia. The option as to taking stock for this dividend will cease at the close of business hours on Saturday, 30th March next.

The Michigan Central Railroad Company have declared a dividend of Five Dollars per share, free of Government tax, payable January 1, 1867, at the usual places in Boston, Detroit and New York.

The Dry Dock, East Broadway and Battery Railroad Company will pay, January 2, a dividend of 5 per cent., free of tax, at the National Broadway Bank.

The Augusta and Savannah Railroad Company have declared a dividend of \$3.33½ per share, payable on demand at the Central Railroad Bank, in Savannah.

The Central (Ga.) Railroad Company has declared a dividend of \$5 per share for the six months ending 30th ult.

The Boston and Worcester Railroad Company have declared a dividend of five per cent., free of Government tax, payable Jan. 1, 1867.

The Western Union Telegraph Company will pay, January 21st, a semi-annual dividend of 2 per cent. on capital.

The New York and Harlem Railroad Company have declared a dividend of four per cent. on the common and preferred stock, less the Government tax, payable January 2, 1867.

The Boston and Providence Railroad Company has declared a dividend of 5 per cent., payable Jan. 1.

The Ohio Canal stock, reimbursable at the pleasure of the State after Dec. 31, 1860, will be paid at the Ohio State Agency, No. 25 William street New York, on the first day of January, 1867, at which time interest on the same will cease.

The semi-annual interest due May 1, 1866, on the first mortgage bonds of the La Crosse and Milwaukee Railroad, and that due September 1, 1866, on the bonds issued by the City of Milwaukee to aid in the construction of said railroad, will be paid on presentation of the coupons at the office of the Milwaukee and Minnesota Railroad Company at the City of Milwaukee.

The interest on the public debt of the State of Illinois, maturing on the first Monday and January, 1867, will be paid at the Ocean National Bank of the City of New York, on the 7th to the 22d (inclusive) of January, 1867.

To Prevent Street Cars Running off the Track.

Dr. B. M. Esterle, of San Francisco, whose invention for raising carriage wheels out of railroad tracks, enabling them to cross the tracks or turn around on them, etc., having met with success, has brought out another valuable invention. It is a simple plan for preventing cars running off the track of street railroads and protecting the track against breaking or other injury by heavy trucks passing over it. Unlike most inventions in that line, it is an improvement on the rail itself, not on the wheels or couplings of the cars. It consists of slips of iron straight on one side and rounded off to a point at each end on the other, bolted to the surface of the rail on the inner edge. These slips are so arranged that the wheels on the opposite side of the car touch them alternately, and do not bear on both sides at once. If the fore or hind wheels of a car are off the track, drawing the car forward or backing it will bring them on again immediately, and it is impossible to get the whole four wheels at once. In making new rails, the slips or projections mentioned could be made a part of the rail itself, the same as the flange now used. The invention would be of particular benefit at the abrupt curve at the corners of the streets, where the cars are constantly getting off. The flange of the car wheel passes between the slips on the inner edge of the rail, and the flange or upper part of the rail, on which the weight of the car now runs.

The Easton and South Easton Passenger Railway Co., which was incorporated at the last session of the Pennsylvania legislature, has been organized by the election of a board of directors and officers. Sufficient stock has been subscribed, and it may be taken for granted that the road will be built.

The Wyoming and Petrolia Branch of the Great Western Railway of Canada was opened for traffic on the 17th inst. Four trains daily connect with the Main Line.

The European and Northern American Railway has been put under contract from Bangor to Winn, and the work of construction will commence immediately.

Union Pacific Railroad.

The ninth section of 35 miles of this road, commencing at the 270th, and terminating at the 305th mile station west from Omaha, having been completed, the Government Commissioners have been instructed by the Secretary of the Interior to repair to Omaha without delay to examine and report upon the section.

Work on the Montgomery and Erie Railroad is progressing. The ties are being distributed preparatory to laying the rails on that portion between Goshen and Campbell Hall, the sub-grading of which is finished. Gangs of laborers are at work finishing the grading on the line between Campbell Hall and Montgomery. The station buildings at the latter place are in progress. The fencing is also rapidly progressing.

The certificate of incorporation of the Storrs Township, New Richmond and Central Union Depot Junction Railroad Company, was filed in the office of the Secretary of State at Columbus, Ohio, on the 9th inst. The capital stock is \$500,000, and the incorporators are L. S. Cotton, Martin Wright, S. Woodward, Larz Anderson, and J. W. G. Bailey.

The certificate of incorporation of the New York, Pennsylvania and Ohio Railroad Company was filed in the office of the Secretary of State on the 4th inst. The termini of the road are to be at Cincinnati and Millersburg, Holmes county, Ohio. The capital stock is \$5,000,000.

The earnings of the Western Union Telegraph Co. from July 1, to October 31, 1866, were \$2,291,494 19; and the expenditures, \$1,400,301 77—leaving net earnings, \$891,192 42. The expenditures for construction during the same time were \$812,899 19.

The St. Paul Press says that an apparently well founded rumor is in circulation to the effect that the Chicago and Northwestern Railway Co. is in treaty for the purchase of the rights and franchises of the Winona and St. Peter Railroad.

Iron laying has been commenced on the Grand River Valley (Mich.) Railroad. The bridge across the Grand river at Jackson has also been completed, and this important link in Michigan railroad communication is stated to be progressing rapidly.

Engineers are now engaged in locating the route for a railroad from Honesdale, Pa., to Hawley, where it will connect with Hawley Branch of the Erie railway. It is said that the requisite amount of stock has been subscribed.

Arrangements have been made between the Syracuse and Oswego Railroad and the Syracuse and Binghamton Railroad, by which the wide gauge track will be continued to Oswego.

The railroad from Greenfield, Mass., to Shelburne Falls, 13 miles, is being rapidly constructed. It is to be completed by July 4, 1867.

The Legislature of Georgia have passed the bill to aid the Savannah, Griffin and North Alabama Railroad.

WM. H. PARKER, Esq., of Concord, N. H., has been appointed General Superintendent of the Boston, Hartford and Erie Railroad.

THE ATLANTIC BRIDGE WORKS,Office, No. 157 Broadway,
NEW YORK.**POST, McCALLUM & CO.,****Bridge and Roof Builders,**

Are prepared with all the necessary machinery and an experienced corps of assistants, to sink **Hollow Piles** and **Coffer Dams** by the **pneumatic process** for the foundations of Bridges, Docks, Sea Walls, Light Houses, or other marine constructions.

By the use of new patented machinery they are able to perform work of this character with much greater rapidity than has been possible heretofore, and at reduced cost.

Parties in the Western States may apply to Gen. Wm. S. Smith, care of Boomer, Boyington & Co., No. 14 Dearborn St., Chicago, Illinois.

PATENT OFFICES.

INVENTORS who wish to take out

LETTERS PATENT

are advised to counsel with Messrs. MUNN & Co., Editors of THE SCIENTIFIC AMERICAN who have prosecuted claims before the Patent Office for nearly TWENTY YEARS. Their American and European Patent Agency is the most extensive in the world. A pamphlet, containing full instructions to inventors, is sent gratis.

Address,

MUNN & CO.,

No. 37 Park Row, New York.

3m51

RAILROAD TIES.

The undersigned are prepared to furnish Railroad Ties of **Hackmatack, Cedar, Pine, Hemlock** and **Spruce** in any quantity. Also every description of **Northern and Southern Pine, Oak and Spruce** for Railroad Cars, Bridges, &c., &c.

BRADFORD & RENICK,

3m50 71 Broadway, New York.

SHIP FELT, CARPET FELT, BOILER FELT.

THE very superior Felt, manufactured by the Lowell Felt Mills, can now be furnished in quantities to suit purchasers, from the new and extensive mills now completed. Also, pipe, truss, upholstery and all other Felts. Apply to the branch office of the Company.

EDW. F. DAVISON, 128 Pearl St.

AN ARCHITECT AND CIVIL ENGINEER, especially experienced in all Railroad Constructions, seeks an engagement either professional or as agent for some Company. Address Engineer, Box 3,369, Boston, Mass. 1m50

Kuebler & Seelhorst,
MATHEMATICAL AND OPTICAL
INSTRUMENT MAKERS,

No. 27 South 8th Street, cor. of Jayne, Philadelphia, Penn.

BARSTOW, EDEY & CO.,
BANKERS and BROKERS

HAVE REMOVED FROM**No. 30 to No. 36 Broad Street.****OFFICE NO. 16.**

THE UNITED STATES
STEEL PEN WORKS,

CAMDEN, N. J.**THE ESTERBROOK**

Steel Pen Manufacturing
COMPANY,

WAREHOUSES, { 51 JOHN STREET, N. Y.
{ CAMDEN, NEW JERSEY.

Samples and prices on application. Lots made to order of any pattern or stamp required.

CAUTION.

These Pens are of genuine American manufacture, and equal in finish, elasticity, and fineness of point to the best imported. They are, therefore, sure to gain the confidence of the American public. The fac-simile of our signature is sufficient security against foreign imitation.

R. ESTERBROOK & CO.**WOOLWORTH & GRAHAM,****Sole Agents.****THE ATLANTIC BRIDGE WORKS,**

Office, No. 157 Broadway, New York.

POST, McCALLUM & CO.,**BRIDGE AND ROOF BUILDERS,**

Are prepared to build in any part of America, their superior plan of **Railroad and Highway Bridges**, either wholly of **iron**, or of **iron and wood** combined, and of any desired span.

These Bridges possess **greater strength and stiffness** in proportion to the quantity of material, than can be obtained by any other plan in use, and therefore are the most economical.

Roofs of any length and width erected on this plan, combining great strength with lightness and economy of construction.

S. S. POST.

D. C. McCALLUM.

A. J. POST.

A. ANDERSON.

Small Second Hand Locomotive**FOR SALE.**

Outside Connections—Cylinder 13½ in. diameter and 20 in. stroke. Four Driving Wheels 4 ft. 6 in. diameter. Length of Fire Box outside, 3 ft. 2 in. Inside, 2 ft. 6 in. Eighty-eight 2 in. Copper Flues. Weight 20,000 lbs. Apply to.

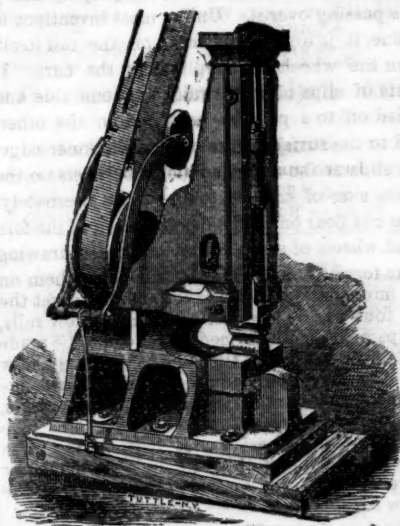
WILLIAMS & PAGE,

6149

91 Water Street, Boston.

KASSON & CO.**COMMISSION MERCHANTS****FOR THE SUPPLY OF****Railroad Iron, Locomotives, Cars,****Chairs, Spikes, and R. R. Material****OF EVERY DESCRIPTION****No. 58 Beaver St., New York.****Proprietors KASSON'S LOCOMOTIVE EXPRESS.**

AIR SPRING
FORGING HAMMER.



This Hammer has been in practical use for 2 years, during which time over 100 have been sold and given satisfaction.

It is simple in construction, not liable to get out of order, strikes a square Elastic Blow, and for the amount of work it will do requires less power than any other Hammer.

They are in use in a number of Railroad and large Machine Shops.

Send for Circulars giving full particulars and the names of parties using them.

CHARLES MERRILL & SONS,**556 Grand St., New York****Railway Purchasing Agent.**

A PERSON of experience, thoroughly acquainted with the business and markets, desires to form an arrangement with some RAIL ROAD CORPORATION of standing, to act in the capacity of Purchasing Agent. References unexceptionable.

Address, "H," P. O. Box 5,314, New York City.

To Engineers and Boiler Owners.**THE ANTI-INCORUSTATOR,**

A certain means of removing scale from steam boilers and keeping them clean. The Anti-Incorustator effects a very decided saving in fuel and greatly lessens the danger of boiler explosions.

This instrument works

IN THE STEAM-CHAMBER OF THE BOILER, silently and without shock, and without the use of acids, powders or compounds, and the first expense is the only one attending its use.

The New York Anti-Incorustation Company are now prepared to equip steam boilers with their Anti-Incorustator and

GUARANTEE

it will remove scale or incrustation from boilers and keep them free from it.

Every information given at the office, No. 73 William Street, first floor, back room.

President.—**BARRETT H. VAN AUKEN.**Treasurer.—**WILLIAM R. GARRISON.**Secretary.—**J. R. ESTILL.**

Directors.—**B. H. Van Auker, C. K. Garrison, Charles Roome, Homer Ramsdell, Joseph E. Coffey, Enoch Ketcham, H. G. Leisenring.** 3m47

UNION CAR WHEEL CO.**N. Y. Office, 117 Broadway.**

Works, cor. Greene & Wayne Sts. Jersey City, N. J.
and Harlem, N. Y.

MANUFACTURERS OF
Carbonized Car Wheels
AND
Locomotive Tires

From the best qualities of Charcoal Pig Iron.

Proprietors of Moore's Patent for
Annealing Car Wheels, &c.

H. C. LUCE, Prest.**H. W. MOORE, Supt.****BORDEN & LOVELL,****70 and 71 West Street, New York.****GENERAL AGENTS****Borden Mining Company's****CUMBERLAND COAL.**

Orders from Railroad Companies, Manufacturers and others are respectfully solicited.

Atlantic and Great Western Railway Co.
(CONSOLIDATED.)

SECRETARY'S OFFICE,
MEADVILLE, PA., DEC. 1, 1866.

NOTICE is hereby given that the second annual election of twenty-one (21) Directors of this Company, and also of three (3) Inspectors, or Judges, of the succeeding election, will be held at the office of the Company, in the City of Meadville, Pa., on Tuesday, the eighth (8th) day of January, 1867.

The poll will be open at 2 P. M. and close at 4 P. M. The Transfer Books will close on the twenty-fifth (25th) day of December, and open the day after the election.

J. C. CALHOUN, Secretary.

6149

THE
Sterling Iron and Railway Co.,
Office No. 42 Pine St., New York.
Offer for sale at lowest market rates, in quantities to
suit purchasers,

THEIR SUPERIOR
MAGNETIC IRON ORE,
for Blast and Pudding Furnaces; also

"STERLING"
CHARCOAL PIG IRON

AND
ANTHRACITE PIG IRON.
J. DUTTON STEELE, President.

RICHARD W. TYSON & CO.,
Baltimore Rivet & Spike Works,
BALTIMORE, MD.

MANUFACTURERS OF
HOOK AND FLAT HEAD
RAILROAD SPIKES,

BOILER AND TANK RIVETS, BRIDGE BOLTS, &c.,
All of Best Quality Iron.

CALEB H. MALIN. HANSON E. ATKINS. GEO. MALIN.
Caleb H. Malin & Co.,
COMMISSION MERCHANTS
FOR THE SALE OF

Pig, Railroad, Boiler and Merchant Bar
IRON,
RAILROAD SPIKES AND CHAIRS.

T Rails from 18 to 64 lbs. per yard. Street Rails, 33,
45 and 65 lbs. per yard.
No. 333 Walnut Street,
PHILADELPHIA.

20,000
Pheonix Railroad Chairs
FOR SALE.
To Suit a 50 to 52 lb. T. Rail,
ERIE PATTERN.
FOWLE & CO.,
70 Broadway.

Pacific Mail Steamship Company's
THROUGH LINE TO
CALIFORNIA,
And Carrying the U. S. Mail,
VIA PANAMA RAILROAD.

LEAVE PIER NO. 42 NORTH RIVER. FOOT OF
Canal Street, at 12 o'clock noon, as follows:
Dec 1st--OCEAN QUEEN, Capt. Jeff Maury, to con-
nect with GOLDEN AGE, Capt. Lavidge.
Dec 14th--HENRY CHAUNCEY, Capt. A. G. Gray,
to connect with GOLDEN CITY, Capt. Watkins.
Dec 21st--RISING STAR, Capt. T. A. Harris to con-
nect with MONTANA, Capt. _____
All Departures touch at ACAPULCO; those of 1st
and 21st connect at Panama with steamers for SOUTH
PACIFIC PORTS, 1st and 11th for CENTRAL AMER-
ICAN PORTS. Those of 1st touch at MANZANILLO.
Departure of 11th each month connects with the new
steam line from Panama to Australia and New Zealand.
Steamer of Dec. 11, 1866, will connect with the first
steamer of the Company's China Line, leaving San Fran-
cisco Jan 1, 1867, for Hong Kong.
100 Pounds Baggage allowed each adult. Medicine
and attendance free. For Passage Tickets and all further
information apply at the office, on the wharf foot of
Canal Street, North River, New York.
Sms56 R. K. HOLMAN Agent.

Collins Iron Company,
MANUFACTURERS OF
CHARCOAL PIG IRON,
At MARQUETTE, Michigan.

Numbers one and two are a soft "Gray Iron," strong in
the Pig, and when "puddled" for Boiler Plate, Sheet
Iron, or Merchant Bar, is equal to Swedes, Russia or Nor-
way Irons.

Number Three, a fine close grain Iron, particularly
adapted for "Malleable Castings." Numbers four and
five, "Mottled" and "White," when mixed with the
"Gray Iron," make superior Car Wheels.

TENSILE STRENGTH,

As Compared with other Irons.

FOSTER & WHITNEY, in their Geological Report, pub-
lished in the United States Senate Documents, Special
Session, March, 1861, page 80, say: "To show the com-
parative quality of this Iron, we give the results of the
various experiments of Professor Walter R. Johnson, on
the tensile of Bar Iron, from localities both at home and
abroad.

	Strength per lb Square Inch.
Iron from Salisbury, Conn.	68,009
" " Sweden	68,184
" " Center Co., Pa.	58,400
" " McIntyre, Essex Co., N. Y.	69,982
" " England, (Cable Bolt), E. V.	69,105
" " Lancaster Co., Pa.	68,661
" " Russia	76,089
" " C. R. Lake Superior	89,582

Extract from Letter of Engineer-in-Chief "MARTIN"
to the Secretary of the U. S. Navy.

OFFICE OF ENGINEER-IN-CHIEF,
Washington, Sept. 12, 1865.

"A piece was drawn down to 1 1/2 inch
diameter, (round,) made into a chain link, tested in the
chain-proving machine, and broke at 169,120 pounds.
(Signed,) D. B. MARTIN,
Engineer-in-Chief.

YARD: Foot of Catharine St., Brooklyn.
OFFICE: 48 Pine St., New York.
C. A. TROWBRIDGE,
Secretary and General Agent.

O. SHALER SMITH, C. H. LATROBE,
Late Eng'r and Arch't of Pow. Late Chief Eng'r Penn-
der Mills and Gov't Works, sylvania and Georgia
Augusta, Ga. Railroad.

SMITH & LATROBE,
Civil Engineers and Bridge Builders.

WITH
Benjamin H. Latrobe,
Late Chief Eng'r Baltimore & Ohio R. R.
CONSULTING ENGINEER,
No. 7 Law Buildings, Baltimore, or Charlotte, N. C.



GRICE & LONG,
PATENTEES OF
Steam Passenger Cars,
AND BUILDERS OF ALL
Description of Cars,
AND
Engineers & Machinists.

FULTON WORKS,
1340 BEACH ST. PHILADELPHIA.
CAR WORKS,
TRENTON, NEW JERSEY.
OFFICE,
182 Broadway, NEW YORK.

RAILROAD IRON.
Steel Rails, Tyres & Axles.

The undersigned, Agents for Manufacturers in England
and Wales, are prepared to contract for Rails, Erie or
Street pattern, to be shipped from British ports, or deliv-
ered ex-ship in New York or other ports in the U. S.

ORDERS EXECUTED FOR
MERCHANT IRON, STEEL,
and all descriptions of metals.

2,000 TONS GUEST'S G. L. RAILS
In port and to arrive.

CHAS. CONGREVE & SON,
104 and 106 John Street,
Opposite Cliff, New York.

American, Welch and Belgian Rails,
OF BEST QUALITY AND VARIOUS WEIGHTS
FROM WORKS, YARD OR
EUROPEAN SHIPPING PORT.

For Sale by
HEYERDAHL, KETTELL & CO.,
22 William Street, New York.

RAILROAD IRON, &c.

THE SUBSCRIBERS, Sole Agents in the United States
and Canada, for Messrs. GUEST & CO., of London, are
always prepared to contract for their celebrated make of
G. L. Rails, and Merchant Bar Iron, at current market
rates. The Undersigned are also prepared to supply
Guest & Co's well known manufacture of Steel headed,
and Solid Steel Rails, Angles, Plates, &c.

R. & J. MAKIN,
No. 53 Beaver Street, N. Y.

RAILROAD IRON.

ENGLISH and American Iron for DELIVERY IN
NEW YORK. Chairs Phoenix Pattern. Chairs
Old Pattern. Spikes, 6 1/2 x 9-10. Spikes, 5 x 8.

FOWLE & CO.,
No. 70 Broadway, New York.

RAILROAD IRON.

ENGLISH and AMERICAN Railroad Iron for de-
livery in New York and other markets in the United
States and England. For sale by

S. W. HOPKINS & CO.,
69 & 71 Broadway, New York.

RAILROAD IRON.

1,500 TONS RAILS ERIE PATTERN, 50 lbs.
per yard, Guest & Co's make. Also 60
and 65 lb. Rails now ready for delivery.

PERKINS, LIVINGSTON & POST,
54 Exchange Place.

RAILROAD IRON.

2,500 TONS RAILROAD IRON, 50 lbs per
yard.
5,000 Tons Railroad Iron, 56 lbs. per yard.
In yard and on shipboard to arrive. All New York and
Erie pattern, of best English make, and inspected at the
works. For sale by

DEHON, CLARK & BRIDGES,
28 Beaver Street

RAILROAD IRON.

THE undersigned, agents for the manufacturers, are pre-
pared to contract to deliver best quality American
or Welsh Rails, and of any required weight and pattern

PERKINS, LIVINGSTON & POST,
54 Exchange Place,
NEW YORK.

RAILROAD IRON.

THE undersigned, agents for the manufacturers, are
prepared to make CONTRACTS FOR RAILS
delivered free on board at ports in England, or ex-ship at
ports in the United States.

M. K. JESUP & COMPY,
84 Broadway.

New York, 1st January, 1866.